MARRIN



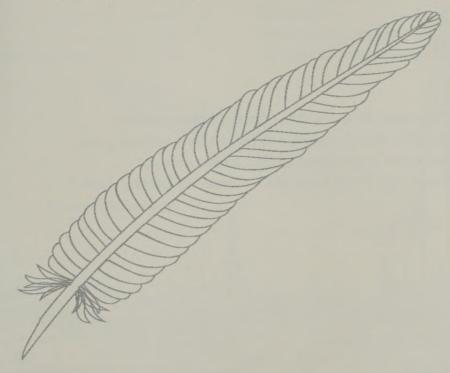
1747 250 Years 1997

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Warren 250th Anniversary Commemorative Book



The feather used on this and subsequent pages is in honor of Massasoit, Wampanoag sachem, whose lands these were.

His people called him Osamequin, or Yellow Feather.

Acknowledgements

Our Committee must first salute the town historians upon whom we have relied so heavily: Guy Fessenden, Virginia Baker, George Coomer and Henry Peck. They are the 19th century giants who laid the groundwork and intricately recorded Warren's past. This volume is our attempt to add important details of our unique town's recent history and its role in Rhode Island and the rest of the world.

Committee members: Jane Harrison, Cliff Morey, Walter Nebiker, Karen Perry, Lombard Pozzi and Sarah Saxe have directed massive amounts of energy, creativity, enthusiasm and determination into this project and they have been rewarded with learning valuable new information about and developing an even deeper interest in our town. Without their efforts, this volume would never have been possible.

Special thanks to: the Robert J. Avila Foundation, the Bristol County Chamber of Commerce, Paul Darling, East Bay Newspapers, Edgar Hebert, Tom Greene, Vincent Millard and the Warren Preservation Society.

S.S.W.

"Warren! Where first beside the nation The old chief stood, we love thy storied past,

'Sowams is pleaseant for habitation,' —

'Twas thy first history — may it be thy last."

Hezekiah Butterworth

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Warren 250th Anniversary Executive Committee

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Jim Betres

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Molly Connor, public relations

Pat Daigneault

Joseph DePasquale

Rita Galinelli, town clerk

Linda Megathlin, newsletter

Clifford Morey Julie Oliver

Lombard John Pozzi

Bill Rupp

Kathleen Raposa, treasurer

Town Officials

Michael Hartman, Warren Town Manager
Walter S. Felag, Town Council President
Frank Alfano
William Estrella
James R. McCanna III
Louis Rego

Anniversary Year Events

January 25	Happy Birthday, Warren	August 16	Colonial Encampment, Battle and Muster
February 17-21	Kite Making Workshop		Historic Exhibit
March 15	Kite Making Workshop	August 17	Raid on Warren
April 5	Kite Flying Competition		Historic Exhibit
April 15	Fire Hydrant Painting begins	August 18-20	Old Fashioned Days
May 3	Annual 5K Road Race and Family Fitness Day	August 20	Historic Exhibit
June 7	Warren on Wheels	August 21	Concert in the Park
June 8	Concert in the Park	<u> </u>	Historic Exhibit
June 10	Clock Dedication	August 22	Country Music Night and BBQ
June 21	Historic House, Garden and Studio Tour	· ·	Historic Exhibit
June 22	Warren Fire Department Clamboil	August 23	"Best of the Mummers" String Band Concert
July 4	250th Anniversary Float in Bristol parade	August 24	250th Anniversary Civic and Horribles Parade
July 9	Concert in the Park		A Taste of Warren
July 12	Firemen's Muster followed by Bonfire		Patriotic Concert in the Park
July 13-27	Warren Art Exhibit		Fireworks Display
July 16	Youth Soccer Clinic	August 28	Volunteers Reception
July 23	Concert in the Park	August 28-29	Historic Exhibit
July 30	Concert in the Park	August 30	Historic Exhibit closes
August 1	Concert in the Park	September 7	Concert in the Park
August 6	Concert in the Park	September 21	Unsung Heroes Reception
August 10	Warren Music Festival	November 25	Ecumenical Service
August 15	250th Anniversary Ball	November 28-29	

Anniversary Year Events in Photos



Ron Silva Charles Staton III, his brother Dennis and cousin Christian carried the birthday candles at the party.



The 250th birthday cake served at the first event in January.



Ron Silva David Potvin, of the US Postal Service and Irene Silva (not pictured) did anniversary stamp cancellations during Warren on Wheels in June.



The starting line for the 5K Road Race in May.



BETTY JOHNSON
The cake served at the Anniversary
Ball at the Venus deMilo.

Hydrant Sponsors

Aguiar and Beauregard Families
Frank and Joan Alfano and Family
American Legion Auxiliary Warren Unit #11
American Legion Post #11
Anderson-Bradshaw Family
Demetrious Andreadis
Anissa's Children's Shop
Anne Arruda

Tim and Catherine Avila and Family

Caizzi's Food & Spirits: Steve Caizzi, Doug and Sarah Klein

Libbi Cappuccilli
R.S. Coelho Builders, Inc.
Hugh Cole descendant
Mr. & Mrs. John Costa, Jr.
Don and Mary Lou Cowart
Mr. & Mrs. Edward Cunard and Family
Anthony and Carolyn DaPonte

Anthony and Carolyn DaPonte
Joey DePasquale
DeRiso Family
Display World
Alison Dutelle
Raymond Dutelle, Jr.
Thomas P. Enright, D.M.D.

William and Ellen Estrella and Family

Geoffrey and Gail Feather

Mr. & Mrs. Mark Felag and Family Mr. & Mrs. Walter Felag and Family M.P. Ferrara Plumbing & Heating

Frerichs Farm & Greenhouse

Fire Chief Al Galinelli

Rita Galinelli and Family

Dan Gardner and Family

German Club

Sam and Malcolm Green

Anthony and Rosemary Guida

Jane Harrison

Mr. & Mrs. Michael Hartman

Lillian Jackson

Dave and Betty Johnson and Family

Richard and Cecile Kaiser

Julie Karas

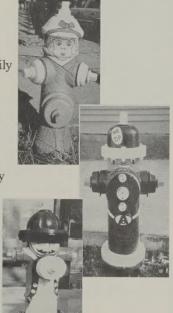
Caitlin Kelly Kickemuit Grange #24

Kickemuit Village Association (4)

June King

Sophie Kocon

Kevin Krawczyk





RON SILVA

People flocked to Burr's Hill Park all summer to listen to concerts that ranged from music from Big Band to Jazz to Country -Western, in the new bandshell.

Lynn and Steve
Jan and Mary Malik and Family
Massasoit Historical Association
Councilman James McCanna and Family
Katie and Sarah McPhillips
Richard and Gloria Medeiros
Linda Megathlin
Penny Merris
Narragansett Fire Station
Matt and Kristin Oliviera
Robert and Deborah Oliviera
Andrea Pannoni
Joseph Pannoni

Thomas J. Principe & Son, Inc.
Tom and Sue Principie
Councilman Louis Rego and Family
Reniere Family
Residents of Crestwood Nursing
& Convalescent Home
Rod's Grill, Inc.
Christine and Louise Salamon
Rick and Pat Salisbury
Sam's Tailors & Cleaners, Bristol, Warren
Mr. & Mrs. Alan Sampson and Family
Joyce Sampson
Tom, Sarah, Elizabeth and Tyler Saxe
Marilyn, Lydea and Scott

William J. Smith & Son Stringer and Silva Families Kristin Swanson Madeline Sweet Katie Sweet-Salamon Sally and Ed Theberge Chuck and Tara Thibaudeau and Family Warren Animal Shelter Volunteers In Memory of Hope Warren Warren Land Conservation Trust, Inc. Warren Seniors Club Weed Family Wells Family



Neighborhood float depicting Greene's Oyster House won first prize in its division of the Anniversary Parade.

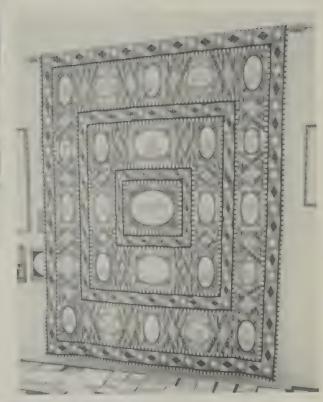


CLIFF MOREY

Catherine Avila, chairman of the 250th Anniversary celebration and Walter Felag, president of the Town Council, presented awards to "Unsung Heroes" in September. These hardworking, often unrecognized people were feted for their volunteer efforts in the community. Here, Frank Siembab, one of the heroes, is getting his picture taken by family members.



The above photo of the historic exhibit shows a few of the Warren-related items that were displayed. At right is the fabulous Warren quilt designed and stitched by Pamela Danesi.





During the Taste of Warren, this piper led some children around the field at Burr's Hill Park.

Essay Contest Winners

As part of Warren's 250th anniversary, an essay contest was held for the school children of Warren. Its purpose was "to promote research and increase awareness of the history of Warren, among the young people of the town." Prizes of savings bonds with a total face value of \$1,050 were donated by the Massasoit Historical Association and Friends of the Association. Judging was done by Patricia Read, president of the Association and Clifford Morey, its treasurer.

Entries in grades kindergarten through 3 were submitted in the form of posters on the theme "What I Like About Living in Warren." Entries in grade 4 were posters on "The Importance of the Surrounding Waters to the Livelihood of the Town." The grade 5 entries were essays on the same theme. The middle school subject assigned was "Immigrants: The Role They Played in Warren."

A listing of the winners in each grade follows:

Grade 8	First Place	Ashley Miner
Grade 5	First Place	Nicholas Rodrigues
Grade 5	Second Place	Evan Wujcik
Grade 5	Third Place	Amanda Beaulieu
Grade 4	First Place	Catherine Martel
Grade 4	Second Place	Shawn Cheever
Grade 4	Third Place	Andrew Tanner
Grade 2/3	First Place	Jessica Parent
Grade 2/3	Second Place	Otis Poisson
Grade 2/3	Second Place	Steven Sevigny
Grade 2/3	Third Place	Lauren Zito
Grade K/1	First Place	Jeremy Collins
Grade K/1	Second Place	Nadine Mottson
Grade K/1	Third Place	Colton Gouveia

A representative sampling of the winning essays is reprinted here without alterations or corrections:

Immigrants: The Role They Played in Warren

by Ashley Miner

Warren has just turned Two hundred and fifty years old. As many of our relatives know, there were many hard times that the town's people have gone through. Our relatives come from all different countries, like Ireland, France, Poland, and Italy just to name a few. Immigrants brought new ways, beliefs, traditions, and customs to Warren. Warren is now an ethnic community. In my essay, you will learn about the roles immigrants played, and the impact they made on Warren today.

The Irish were one of the most highly populated group of immigrants that came to Warren. The Irish had a rough time when they came here. They lacked education, and knew little about the American ways. Many people refused to hire Irish immigrants. Those who were hired often owned little land and were poorly paid. Even though many Irish were poor, there were many with the advantage of knowing English. The Irish immigrants who knew English were able to adapt quickly, and become familiar with the operation of the political system. Using this advantage, they became dominant in the democratic party.

French-Canadians were the other highly populated group of immigrants that came to Warren. Franco-Americans were one group of immigrants that really struggled to survive, but their determination let them work, construct churches, and provide an education for their children. Franco-Americans most commonly worked in mills and factories. Many children went to school in one room school houses. Franco-Americans worked hard. As soon as children were old enough, parents sent them to work in mills or factories. Because of their determination, the French-Canadian immigrants were successful in Warren.

Although many groups of immigrants were successful in Warren, there were also many hardships and struggles. There were many people who disliked immigrants and who made life hard for them. Citizens of Warren tried to keep them landless, and often excluded them from privileges and basic rights. Even when immigrants had enough money to purchase land, social pressures kept it from its being sold to them. Immigrants always had to strive for themselves. Even when Americans left them alone, there was no one to help them. They were forced to build their own schools and houses, and support their families.

Schools and churches were a problem for immigrants. Because many

knew no English, or any American beliefs, they were forced to construct their own schools and churches. In some occasions, families from the same country joined together to form their schools and churches. In 1898, six Polish families joined to form the nucleus of what is now St. Casmirs Parish. Other churches gave been built such as St. Jeans for the French, and St. Alexanders for the Italian. Many people built schools to go with churches. St. Jeans Parish transformed the basement in to a parochial school. The school meant a great deal to Warren. It gave French children the chance to get an education. Many public schools were also built for other immigrant children.

Immigrants played an important role in the making of Warren. Most churches in Warren were made by a few families of immigrants. There are old buildings, schools, churches, and even books at the library about their experiences in Warren. Immigrants were a big part in Warren's history, and they should be recognized for their achievements in Warren.

Importance of the Surrounding Waters to the Livelihood of the Town

by Nicholas M. Rodrigues

The importance of the surroundings water to the livelihood of the town began before 1700. People who lived in this town built ships to carry supplies to other New England towns and Europe, Great Britain, and Africa. As the population grew more and more people came to live here. More people used the water for their livelihood. Fishing and ship building and whaling became popular.

Today in Warren, there are still many people who make their living by using the surrounding waters. In this town we have people who use the waters for fishing, shell fishing, and launching new ships and boats.

The surrounding waters provide our town with a milder climate in the fall and early winter by the warm breezes coming off the water. This means a longer growing season for the farmers.

In the summer months the waters provide a natural place for recreation for children and adults. Many families and visitors to our area swim and fish in our water. More people coming to our town increase the sales of many local business stores.

The surrounding waters of this town has provided the biggest effect of "growing up" on our town. The waters have provided many opportunities for people to make a living and provide for their families and themselves.

I am happy to be in this town for all the opportunities it has given to

myself and my family. Our fishing and swimming trips have always been fun and something I will always remember. I hope that my children have the same feeling and appreciate the surrounding waters of our town.

Importance of the Surrounding Waters to the Livelihood of Town

by Evan Wujcik

In 1747 parts of Barrington, Swansea, and Rehoboth were incorporated as the town of Warren. This area had 252 acres of water which made up 16 miles of its boundaries. In this town people used the Kickemuit and Warren Rivers a lot. Warren had a deep river channel which made it perfect for shipbuilding and other businesses related to the sea. Many wharves and buildings were built along the shores, and coastal trade got its start. Ships also sailed from Warren to the West Indies and got involved in the slave trade.

During the early 1800's, Warren became an important whaling port. This made many of the ship owners very rich and brought money into the town. Oyster fishing also became a big business by the late 1800's, until the 1938 hurricane ruined it.

Today commercial and recreational fishing are still important in Warren. People, starting with the Indians, have always had a chance to dig shellfish and fish for food. Many people just fish for the fun of it, and others earn their living at it. There is still a quahog processing plant along the Warren River called Blount Seafood.

As in the 1640's, boat building is still big business in Warren. Blount Marine builds and repairs steel hull ships, and Tilletson-Pearson designs and builds fiberglass sport-fishing boats.

Many people are drawn to town due to the Bay Queen Cruise line on which they can view the bay. They also ride along the bike path viewing the scenery.

The coastline with it beauty also attracts many attracts many artists and homeowners looking for the water view.

People in other areas of the United States have to travel to see the beauty that is surrounding us. Let's hope we never take it for granted.

The Little Town of Warren

by Amanda Beaulieu Soon after the Revolutionary War, the little town of Warren became famous for shipbuilding. Shipbuilding was very important to the town because it brought business to the town. The business brought wealth and more people to the little town of Warren. The more people, the more ideas. The more ideas, the bigger the community.

Shipbuilding created more ideas for people to start a maritime trade business. Maritime trade wasn't an easy business. There was always the possibility of having a storm at sea. The crew could get sick and die. The wives, back at home in Warren, had to do all of the work.

People needed oil for the oil lamps. The little town of Warren already had shipbuilding, and maritime trade started whaling. People found oil in the ground. Then, people didn't have to use whale oil for their lamps. This caused the whaling industry to go out of business.

250 years later, the little town of Warren still has shipbuilding. Warren has shipbuilding and boat building. The ships are for cruising for fun. The boats are used for fishing and sailing for fun. We have at least three shipbuilding companies in Warren today.

The maritime trade has been replaced by recreational boating. People now travel on vacation to the Caribbean. Some people travel to Newport. Many people have their own boats. Recreational boating is the business that is fun.

The whaling industry has been replaced by quahauging. Several small boats leave the little town of Warren to rake for quahaugs. Quahauging and whaling are hard work. It takes skill to be a good quahauger. We have to keep Narragansett Bay clean so we can have good quahaugs.

The future of the little town of Warren depends on what we do today. We have to make sure there is no pollution. We have to be sure that there are no oil spills. Life is easier today than it was 250 years ago. I hope that the future is even better than today.

Patricia Ogg Read's winning essay in 1947 is at right.

Essay Contest Held in the Public Schools by Pupils of Grade VII and

First Prize Warren, Rhode Island: Then and Now Patricia Ogg, Grade VIII

The most notable of the Indian Sachems friendly to the Plymouth Pilgrims was Massasoit, chief of the Wampanoags. His capital was Sowams, in Pokanoket, and it occupied the site of the present town of Warren, Rhode Island.

As early as 1631, an English trading house was established at Sowams, probably on the banks of the Kickemuit River. Massasoit, when attacked by Canonicus, rant to the Post then in charge of Thomas Prence. In the midst of the "broil" a runner informed Canonicus that the Pequots were attacking: Canonicus

By 1652 several English cabins dotted the banks of the Kickemuit River. This tiny settlement was named Sowams. In 1653 Massasoit sold "Sowams and

The tiny settlement grew on the banks of the Sowams, now Warren River. The southern section of Swansea was separated from the whole. This section included the whole of Barrington and part of Warren. Warren was incorporated as a town in 1746 and given the name "Warren" in honor of Admiral Sir Peter

At the beginning of the Revolutionary War, Warren was one of the most flourishing towns on the New England seacoast. Shipbuilding was an important

Fishing was also important because fish abounded in Warren and Kickemuit Rivers.

Warren has had a great many industries. The Warren Manufacturing Company started in 1847 as a result of a conversation between Captain George

The Cutler Manufacturing Company was important. The building was erected in 1869, principally to make hose.

The "Warren Gazette" was started in 1869 by Captain James Barton, a man who had learned printing in his youth.

Warren is now important for it is the focal point of three towns and the shopping center for Bristol County. Of course, one would not expect it to remain the same town as of long ago. Many of the stately elms have long since disappeared. The famous Cole's Tavern gave way to a new building long ago.

The demands of a thriving town have converted the long, low inn where Washington spent the night, into an apartment house. The old Rope Walks have disappeared as has the old Toll House on Main Street near the former Warren and Bristol Line. On the site of the latter now stands St. Mary's Institute.

The Warren Baptist Church looks today much the same as it did when it was built in 1847. The original home, the cradle of Brown University, was burned by the British in 1775. Recently it has been undergoing extensive reinforcing to the tower and heavy belfry, to restore it to safety and beauty.

An example of spare, austere New England architecture is the Methodist Church. It looked, I imagine, the same to children of 100 years ago as it does to me today: a tall, white spire with a golden weather vane at its summit. It also houses the Town Clock which has tolled the hours for many decades.

We still have a few reminders of the past. The part of the DeWolfe home built in 1753 and the Jeames Goff home built in 1770 are good examples of pride

Now Warren may not be the most important town in Rhode Island, but its citizens are proud of the fact that the first inhabitants of Warren did their part to make our country the strongest nation in the world.

The 1997 celebration of Warren's anniversary of incorporation was but the last of several that have taken place over the years, beginning at least 150 years ago. The following article, printed in the *Star of Warren* on July 10, 1847 summarized the happenings of that year, when all the towns that were incorporated in 1747 met together in a mutual ceremony:

The centennial ceremony of the reannexation of the towns of Little Compton, Tiverton, Bristol, Warren, Barrington and Cumberland, was celebrated at Tiverton Heights, on Monday last. We arrived on the ground at an early hour and soon learnt from appearances that the 'good people' from all parts of the state, had, in common with us, shared in the anticipations to which naturally gave them; for scores of carriages lined the Common, and up and down the hill and around the Hotel, men and women had collected, awaiting with interest the beginning of the day's doings. First came the Bradford Durfee crowded with people from Providence and Fall River. About two hours after the appointed time, we caught sight of the Perry from our cool retreat inside the Old Meeting House. The boat brought the Orator, the band and Members of the Historical Society, and as she poured out her crowds of passengers, the road between the Hotel and the Stone Bridge presented one compact mass of human beings. The procession formed at one o'clock, and preceded by the American Brass Band of Providence, marched to the spot selected upon the Heights, within an embankment which had once been a fort. It was now that the scene arose to its most impressive and pleasing character. The hill upon which the fort was built, gently declining into a lesser slope, forming a landscape of hill and vale, dotted with wild woods and cornfields and orchards - the majestic waters,

catching the beauty of the Summer sky, and presenting the unroiled surface of the river, till it expanded into the swelling waves of the ocean - the thousand beings of thought and feeling who had come hither to visit the scenes of their ancestors, and to recall the images which hallowed every spot of ground; - all these objects united to create emotions of beauty and sublimity well fitted to the occasion about to be celebrated.

The exercises of the day commenced with the Reading of the Scriptures, by Rev. Jared Reed of Tiverton. The bible used was a very old and venerable looking edition, and this, together with the clear and impressive voice of the reader, produced the happiest effect. Prayer was offered by Edward B. Hall, of Providence, William P. Shefield, Esq., of Tiverton, read the decree of the King and Council. The original odes by W.J. Pabodie, Esq., of Providence, and Mr. Durfee of Tiverton, were well written and appropriate pieces. They were sung by several members of the Beethoven Society, of Providence, accompanied by the instruments of the band. We always expect to hear good music from the 'Beethoven,' for the effect which this singing produced on this occasion, forms one of the most pleasing reminiscences of the day. The

oration was a forcible and well-written narrative of the events in our early history which it was designed to celebrate. - Some of the circumstances connected with the settlement of the six towns were related, interwoven with many incidents in the lives of the early pioneers of Rhode Island freedom. The Orator was, without an exception, successful in his delineation of the men and things of those early days; and although the sun's rays were most intense, the attention given by all present showed the occasion and the oration were fill of interest and instruction. It is not generally known how many of the materials of the history of this State are to be found in the settlement and progress of these towns, and when the oration will be published it will be read by every intelligent Rhode Islander, and form another valuable aid to the future historians of our State.

Next came the dinner, which was an expensive affair wholly destitute of order, and every other feature which makes an occasion of this kind agreeable. Many gentlemen who had too much faith in the promises of the future, and too much confidence in their fellow men, gave a dollar for a ticket and if they ventured to eat half a dozen clams and wet their parched lips with water, ran the risk of being left by the steamboat. This was the unwelcome reality which succeed the anticipations of a good dinner, a leisure hour to eat it in, good toasts

and speeches. The miserable failure at the table with the worse regulations of the boat, and the tide of rowdyism and drunkenness which was all day flowing from a neighboring bar-room, strongly contrasted with the exercises upon the hill, and put the most patient out of humor.

It is unlikely that the town celebrated the 150th anniversary of incorporation however Warren went all out for its bicentennial year.

CELEBRATION



Among the 1947 activities were a parade, with eight divisions, fireworks, a ball game, several band concerts, a clambake and a block dance on Railroad Avenue. Prizes were also given for home beautification. In addition, a pageant, a more modest event than the great pageant of 1914, was held. It depicted the Wampanoag Indians and the history of Plymouth Colony, with artist Henry J. Peck playing the part of Governor Bradford.

Henry Peck also authored a 112-page book, the 200th Anniversary of Warren, Rhode Island, subtitled Historical Sketches, which was published in 1947. He covered broad themes, like early settlement, Warren in the Revolutionary War, maritime history and shorter articles on various aspects of the town, such as churches, transportation, industry, firefighters, the Warren-Bristol boundary, schools and sundry other topics.

Max Muller, local artist and muralist for the Masonic Hall, dressed as "Anawan" for the town's pageant in 1914.

Boundary Dispute and Town Incorporation

Initially all of today's Rhode Island was the domain of native people sometimes called First Americans.

When the Pilgrims arrived, most of the state west of Narragansett Bay, including Aquidneck Island, was the territory of the Narragansetts.

A smaller portion east of the Bay, was home to the Wampanoags, but they also occupied a large part of the southeast corner of Massachusetts, including Cape Cod and the Islands – Martha's Vineyard and Nantucket. This was all part of the Plymouth Colony.

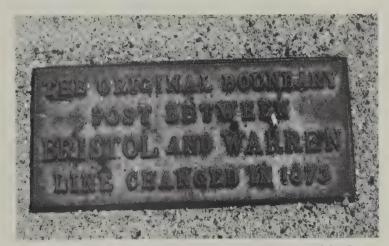
When the first European settlers arrived, they entered into a series of treaties with Wampanoag sachems [chiefs] that eventually gave them ownership of all of the former Indian lands. Roger Williams made the first compact [agreement] with Canonicus and Miantonomi, who gave up some of the Narragansett's lands, beginning with a section that included today's Providence, west to Johnston and north to Lincoln. The Wampanoag lands were given away piecemeal by various sachems.

In 1629, the Plymouth Council granted to William Bradford and associates all the territory as far as the Narragansett River [Bay], but only the right of estate and not of jurisdiction.

The European settlers were required to get a charter confirming their claim from the King of England. Roger Williams visited England to obtain a patent of incorporation for Providence Plantations, which was granted December 10, 1643. This patent was superseded in 1663 by a Royal Charter that was Rhode Island's only basis of government for

180 years. As defined by this charter, the eastern bounds of the colony lay three miles east and northeast of Narragansett Bay.

From the beginning, Rhode Island lands were disputed. Connecticut claimed all the land from their colony east to Narragansett Bay and Massachusetts contended that all the land from the Plymouth Colony west to Narragansett Bay



This marker in the sidewalk in front of St. Mary of the Bay Church, South Main Street, shows the former boundary between Warren and Bristol.

was theirs. The Charter of 1663 did not resolve the disagreement between the two colonies.

In 1667, Barrington and a part of Warren were incorporated as a town in the Plymouth Colony.

Plymouth Colony united with the Massachusetts Bay Colony in 1691, making that colony a more powerful adversary, and leaving the question of the Rhode Island boundary unanswered. The unsettled line problem caused "considerable dispute" between the inhabitants living near the border.

by Walter Nebiker

In 1733, Rhode Island resolved to petition the King for a settlement of the boundary question. The Colony claimed a triangular piece in the northeast corner of Rhode Island called the "Attleboro Gore," now the Town of Cumberland, in addition to the country east of

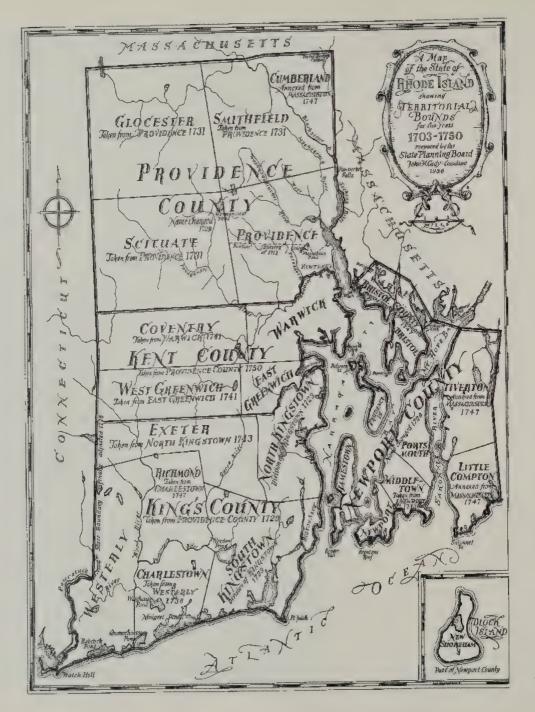
Narragansett Bay still claimed by Massachusetts.

In 1741, commissioners from New Hampshire, New Jersey and Nova Scotia met and supported Rhode Island's claim, and in May 1746, the Privy Council ordered that the commissioners' award be confirmed. The disputed territory which was awarded to Rhode Island covered about 122 square miles and included more than 4,500 people in what became the new Rhode Island towns of Cumberland, Warren, Bristol, Tiverton and Little Compton. Thus, Rhode Island, for the first time in her existence, could deem herself politically complete.

When incorporated, Warren included the present Barrington territory. During the latter years of Indian occupa-

tion, to 1675, a fence running from the Warren River to the Kickemuit River separated the Indians from the white settlers. The line that this fence followed was used as the boundary line between Bristol and Warren. It passed very close to St. Mary's church on South Main Street. Burr's Hill, south of this line, was then in Bristol.

In 1873, the present Warren-Bristol line was established.



This early 18th century map shows Rhode Island's county and state boundaries.

Early History and Settlement

Long before there were people or streets of any description, great glaciers carved out valleys along the Rhode Island shore. When the glaciers melted and the ocean returned, these valleys formed bays and rich saltwater estuaries. The area that is now Water Street lay along one of these estuaries at the end of the Warren River.

The Warren River along with the Kickemuit River to the east and the shoreline would define the town's history as well as its geography.

Land along the rivers was generally level and fertile. Extensive forests covered these areas by the time the First Americans arrived thousands of years ago. The shore had large areas of marsh full of shellfish, waterfowl and fish.

Not much is known about Warren's prehistoric settlers, but after a migration across a continent that included desert and wilderness and extremes of heat and cold, the discovery of the shore's relatively mild climate and bountiful food supply must have been welcome indeed.

Although some theorize that Viking explorers were the first white men to encounter the natives of this area, the first written report of the Wampanoags or "People of the East" as they would be called by the Europeans, was in 1524 when the Italian explorer Giovanni da Verrazzano mentions meeting two Indian "kings" on an excursion into Narragansett Bay.

When the Pilgrims landed at Plymouth in 1620, the Wampanoags had domain over Plymouth and much of southeastern Massachusetts and eastern Rhode Island. In this area, there are three known Wampanoag camps at

Kickemuit Spring near the wading place on the Kickemuit River, Mount Hope in Bristol and Massasoit Spring near Water Street in Warren.

The Wampanoag grew corn, beans and squash, but supplemented these with what they could kill with arrows and clubs in the forest; seasonal roots, berries and other forms of vegetation; and fish and shellfish found along the shore and the shallow inland waters. Dependent as they were on the bounty of nature, the Wampanoags moved with the seasons, camping inland along the rivers in the winter and on the shore in the summer.

This way of life was not threatened until about 20 years after the Pilgrims arrived when the Wampanoags began selling off the rights to their land to the white settlers. But, even then, they would not fully realize the price they paid for another 30 years.

Although they lived in apparent harmony with nature, the Wampanoags were in almost constant battle with the Narragansetts. By the time the Pilgrims arrived, the Wampanoag had been seriously weakened by a plague, making the Narragansetts even more threatening. Fearing annihilation, the Wampanoag leader Massasoit or Osamequim met with the Pilgrims at Plymouth in 1621. The two parties agreed to protect each other from the Narragansetts. It began as a benevolent relationship and it would last for half a century.

Edward Winslow, a Pilgrim from Plymouth who would later serve as governor of the colony, visited Massasoit at his camp in Warren, or Sowams as it was called, in the summer of 1621 and again in March of 1623.

by Walter Nebiker

By all accounts, these were cordial visits that laid the groundwork for the arrival of other Europeans.

As early as 1632, English settlers had established a trading house in Sowams. Thomas Prince was appointed master. The Dutch were also trading in Narragansett Bay at this time, but nothing is known of their activities in Warren. Artifacts unearthed at a Indian burial site on Burr's Hill at the southern end of Water Street in 1913 included beads, glass bottles and utensils that told the story of the Wampanoag trade with the Europeans.

In 1640, the Wampanoags sold their first parcel of land to the Europeans—a portion of present day Taunton. Other land sales followed more swiftly after that including the Rehoboth purchase in 1641, the Wannamoisett purchase (present day East Providence) in 1645, and the Sowams purchase (parts of present day Warren, Bristol, Barrington and Swansea) in 1653. It is likely that this purchase included only the salt marshes and that the First Americans kept the uplands for themselves since later deeds refer to these upland parcels. (The Europeans wanted the salt marshes to graze their sheep and cattle.)

Eventually, the new settlers built a fence across the Sowams peninsula to keep their animals from wandering into the Indian land. It is believed that this fence became the old boundary between Bristol and Warren, crossing Main Street at St. Mary of the Bay Church and Water Street, north of Burr's Hill.

In 1661, Massasoit died. He was succeeded by his elder son Wamsutta or Alexander as the white settlers called him. A year later, he

also succumbed to disease and was succeeded by his brother Metacomet, known as Philip, in 1662.

In 1673, the Wampanoag Sachem Totomommuck sold a parcel of land which is present day Warren to white settlers. Mount Hope Neck, south of the fence, was reserved for the First Americans. It included Burr's Hill, the Wampanoag burial ground.

Despite their protection from intrusion on Mount Hope Neck, the Wampanoags under Philip were feeling encroached upon by the white settlers. William Cronin observes in his book, *Changes in the Land*, that the Wampanoag had a different understanding of ownership than the white settlers and may not have realized all they were losing when they sold their land to the early settlers. They thought they were allowing the English to use their land, but in reality they had lost all rights to it themselves.

King Philip's War occurred — at least in part — because of these land conflicts between the Colonists and the First Americans. Historical accounts differ on the exact date in 1675 when King Philip's War began, but the first incidents likely occurred in Warren and nearby Swansea when bands of marauding First Americans invaded early Colonist homes.

According to some accounts, the first attack occurred at the home of Job Winslow which stood near the wading place on the Kickemuit River in Warren. Hugh Cole, one of Warren's earliest settlers, escaped from his house on the west side of Cole's River after being warned of the impending attack by an emissary from King Philip. A few days later, Colonists in nearby Swansea were away from their homes attending church services when Indian warriors burned their houses and barns

and shot their cattle in the fields.

After the first attacks were reported in Warren and Swansea in 1675, the war spread throughout much of New England. Ironically, the war ended a year later when Philip was killed on Mount Hope Neck — only a few miles from where the war had started.

Eventually, even Mount Hope was taken from the Wampanoags when it was incorporated into the town of Bristol in 1682. After the war, many First Americans were assigned to reservations, others were shipped as slaves to the West Indies or became indentured servants on colonist farms. Others took English sunames and converted to Christianity. By the time the Revolutionary War broke out, the small number of Wampanoag who remained in the area were wearing European dress and living in wood frame houses.

European Settlement

Although the colonists were ultimately victorious, the immediate effect of King Philip's War on Warren's earliest white settlers was almost as devastating to them as it was to the Indians. Before the war, there were an estimated 18 dwellings in the northern and eastern parts of present-day Warren. By the end of the war only 6 out of 40 houses in all of Swansea — an area that extended originally from the Providence River eastward to the Taunton River — remained. The area included the irregular coastline created by seven necks of land leading into Narragansett and Mount Hope bays, including Touisset in Warren. It also included several good harbors, coves and rivers, along with arable farmland and timber stands. It was this geography and — a new meeting house — that drew the settlers back into the region once the war had ended.

In the 17th and 18th centuries, Baptists were generally regarded as ignorant, heretical malcontents, whose views, if allowed to prevail, would bring about the downfall of everything stable in society. The Massachusetts Bay Colony and its Standing Order forbade groups to express views that were contrary to those of the organized churches. The Plymouth Colony was more lenient so in 1631, the Rev. John Myles established his church in Rehoboth.

In 1667, the Standing Order banished them from the area and they moved to what is now George Street in Barrington. In 1679, the church moved to Tyler's Point. Later, it would move again back to Swansea, then finally in 1764 to its present site on Main Street in Warren where it became home to a school that would become Brown University.

Hugh Cole was one of the first colonists to return, rebuilding his house in present-day Warren on the east side of the Kickemuit River. On Feb. 25, 1679 — just three years after the end of King Philip's War — the Swansea Town Meeting voted:

That the whole tract of land called Brooke's Pasture up to the old fence by John Wheaton shall be divided in a distinct division, and a survey up to Swanzea Two Mile be taken.

As evidence of the increased activity in the area, the Town Meeting voted a year later that Myles Bridge be rebuilt with "all convenient speed" as a thoroughfare for travelers crossing the Warren River. Myles Bridge was located in present-day Barneyville on what is today known as the Palmer River. In August, the Town Meeting voted that land for house lots and "convenient highways" be laid in Brook's Pasture and that each man be allowed "to draw his lot."

The first drawing for the divided lots took

place on April 10, 1682. This first division extended from the old Bristol line (Joll's Gate in Warren) to where Liberty and Wood streets are today.

On Jan. 1, 1684, Timothy Brooks was granted liberty to "keep entertainment for travelers."

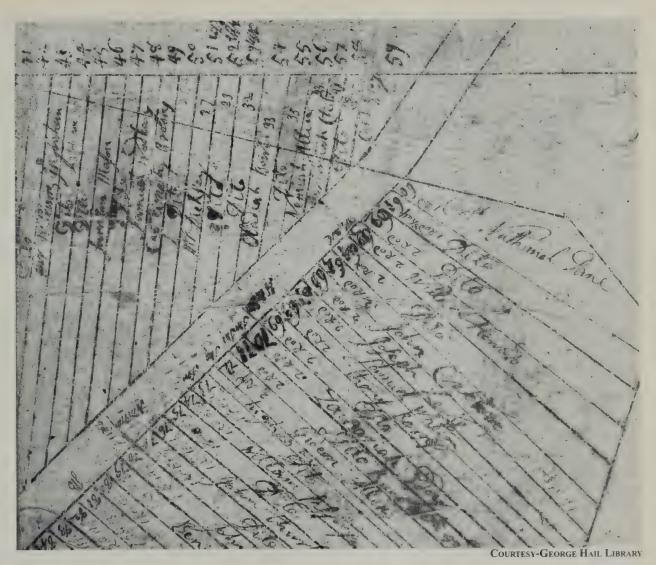
His house was east of Belcher's Cove on the old Swansea Road. In 1725, there was a second division of Brooks' Pasture that included 102 lots extending from present-day Main Street to the Warren River.

As settlement in the area increased, a boundary dispute developed between the Massachusetts and Rhode Island colonies. In 1734, Governor Wanton of Rhode Island sent a petition to the King to have the question settled once and for all. But, to save costs, both parties agreed to make another effort.

Finally, on June 30, 1741, the Court decided to transfer Attleborough Gore, Little Compton, Tiverton, Bristol, part of Barrington and part of Swansea (including 47 families to Rhode Island. Massachusetts dissented and both parties appealed to the King.

The King's Council confirmed the Court's judgment in 1746 and the towns were incorporated in Rhode Island. Barrington, which was set apart from Swansea as a separate town in 1718, became a part of Warren.

Warren was named after its incorporation in 1747 for the British Admiral Sir Peter Warren who helped capture Louisburg in 1745. This victory was significant because it put an end to the French threat and ensured peace for the American colonies.



This detail of the Brook's Pasture map shows the first division into house lots numbered and the names of owners written in.

The first town meeting in Warren was held at the home of John Child on the north side of Market Street near Allen's Corner. At this time, fewer than 50 families resided in the

eastern part of Warren.

In 1750, there were fewer than 25 houses. About half of them were located between Kelley's Ferry and the Bristol line.



The Armory on Jefferson Street housed the Warren Artillery Company in the mid-19th century.

Warren's Military History by Walter Nebiker

As Virginia Baker observes in her book, The History of Warren in the War of the Revolution, 1776—1783, Warren was one of the more flourishing towns on the New England coast at the beginning of the war. Shipbuilding was an important industry as was whale fishing and trade. To a community almost entirely dependent on maritime trade for its existence, the outbreak of war threatened serious disaster, if not ruin.

Despite this, the inhabitants of Warren acted unanimously in defending their rights throughout the war and, in fact, as early as January 1774, they voted emphatically to deny the right of Parliament to tax the colonies.

When news of the Battle of Lexington began spreading, Rhode Island Colony began active preparations for military service. Ammunition was distributed to all the towns. Warren received 24 pounds of powder, 38 pounds of lead and 152 flints. The General Assembly voted to raise an army of 1,500 men.

One regiment was enlisted in Newport and Bristol County under Col. Thomas Church. William Turner Miller of Warren was appointed lieutenant colonel.

At a town meeting on June 5, 1775, it was voted to purchase "six good guns" for the town. Fearing possible attack from the British fleet that occupied the bay, the town voted on November 20 to keep watch.

Daniel Cole and Samuel Miller were appointed to decide how often each man should keep watch. The penalty for refusing to watch was fixed at three shillings. The watch house stood upon Burr's Hill on the east bank of the Warren River.

On January 12, 1776 about 250 British troops landed on Prudence Island where they burned seven dwellings, dispersed a company of minute men and seized a number of sheep. The next day, reinforcements from Warren and Bristol proceeded in whaleboats to the island where another battle ensued. This time the British were driven off, but they continued to fire on Patience Island further alarming residents of both Bristol and Warren.

On February 5, 1776, Warren voted to supply residents who could not equip themselves with arms. The town also voted to raise an artillery company. Daniel Fisk was chosen captain and Benjamin Cole, lieutenant. On May 6, the town instructed the treasurer to have powder and lead made into cartridges.

The population of Warren at this time was 1,005, including slaves. The town was required by law to furnish 10 men for military service, but in September it was voted to increase the number to 12.

Ten shillings were allowed for every soldier to equip himself with a gun, bayonet and cartridge box and an additional 10 shillings was given to each man for the use of blanket and knapsack.

The appearance of seven British ships and four frigates in the vicinity of Block Island on December 2 caused wide consternation throughout Rhode Island. The militia was called to arms

On December 8, the enemy landed at Newport and took possession of the town. Colonial troops were dispatched to Tiverton, Bristol and other points on the coast. A guard of 16 men was stationed at Warren and the row-galley Washington was sent to protect the entrances to the Warren and Kickemuit rivers. On April 2, 1777 an explosion on board the galley killed eight. They were buried on the west shore of the Kickemuit near the narrows.

The artillery company which previously had been supplied with two field pieces, was furnished with drums, colors and an ammunition cart. Recruiting was carried on briskly and there was scarcely a family in town that did not have one or more members engaged in military service.

Provisions remained scarce and the poll tax increase from 5 shillings 6 pence to 12 shillings to help meet expenses. A number of flat-bottomed boats for use of the state were constructed at the shipyard of Cromwell Child.

The capture of the British General Prescott by Lt. Col. William Barton in July, raised the hopes of Rhode Islanders. Warren residents were especially gratified at this brilliant achievement of one of her sons.

In January 1778, another danger confronted Warren as smallpox made its appearance. Col. Nathan Miller was appointed to prepare an "pest house" or hospital on the bank of the Kickemuit River, a few hundreds yards north of the present pumping station.

It being deemed expedient to attempt a second expedition against the British, about 70 of the flat-bottomed boats along with tar and other supplies were brought up the Kickemuit River and moored at the stone bridge. Unfortunately, the British learned of these plans from the Warren schoolmaster, an Englishman named Holland who was mistakenly thought to be sympathetic to the colonist cause. On

Monday, May 25, a party of British and Hessian troops numbering about 500 was dispatched by boat from Newport to Bristol. Arriving before daybreak they marched up Bristol Neck into Warren where they roused the terrified inhabitants with their loud huzzahs for King George.

At the center of town, the troops divided into two parties. One was sent to guard Kelley's ferry while a second hastened to Carr's ferry at the foot of what was then called King Street (now Washington Street).

Other troops marched up Market Street to the Kickemuit where they piled the unfortunate flat-bottomed boats together and burned them with the row-galley Washington and a quantity of tar, pitch and other stores. Then they set fire to two houses and a grist mill near the lower bridge. The miller was taken as prisoner. The soldiers approached the small pox hospital but fled in hasty retreat when the patients told them they were sick with small pox. Fearing more soldiers would appear, the patients rushed from the hospital to Swansea to give the alarm. As can be imagined, their appearance created as much consternation as the British would have themselves and not finding a place of refuge offered, the sick men were forced to return to Warren and re-enter the hospital.

Having destroyed the boats, the British marched back to the center of town where they burned the Baptist meeting house and parsonage and several other buildings along with the privateer *General Stark* which stood ready for launching in one of the shipyards. Cattle and poultry were killed, stores and houses pillaged, women and children terrified.

Virginia Baker writes: Five burly giants effected an entrance at the residence of Jesse Baker on what is now Water Street by dashing in the windows. Mrs. Baker was alone in the house at the time. They compelled her to mount a chair and from the upper shelves of the china closet pass to them the articles they desired.... She tremblingly handed them dish after dish all of which they dashed to the ground with oaths and laughter.

She was rescued by the arrival of an English officer who sternly ordered the Hessians from the house. The family of Nathan Miller escaped by boat to Barrington, carrying with them valuable state papers.

Their dastardly deeds done in Warren, the British marched on toward Bristol. Although messengers had been dispatched to Barrington and Providence and other points to secure aid, the help that arrived was too little and too late. General William Barton and a party of mounted troops caught up with the British near Bristol Ferry, but were unable to stop them from plundering Bristol as they had Warren.

After the invasion, troops were sent here for the town's protection. One regiment was encamped on Windmill Hill, another on Burr's Hill. The town was further protected by a guard boat placed at the entrance of the river by order of Congress.

The arrival of the French fleet in American waters in early July caused intense joy throughout the country. The relief however was short-lived as the enemy began sending in reinforcements from New York. On July 15, 300 troops landed in Newport. Fearing an attack on Providence, the colony called out half the military force for 20 days, ordering the remaining half to hold themselves at readiness.

On July 29, the Battle of Rhode Island, which Lafayette called "the best fought action of the war" took place. Warren contributed its full quota of men. One company was commanded by Warren native Robert Carr. Warren

Mason, a Negro belonging to John Mason of Warren was one of the slaves who obtained freedom by enlisting in the black regiment which distinguished itself three times by repelling the furious attacks of the Hessian columns.

On August 31, the troops on the eastern shore of Narragansett Bay were entrusted to the Marquis de Lafayette who established his headquarters at Bristol. Toward the latter part of September, he moved them to Warren. The regiment encamped in the fields on the eastern slopes of Windmill Hill in the northerly part of the town near the Kickemuit River.

The gallant French officer was very popular among the townspeople. Tradition has it that he was very partial to the jonny cakes baked on a board at the hostelry of Ebenezer Cole. Lafayette only stayed in Warren a short time. He had moved on to Philadelphia by the middle of October.

Despite the ever-present British, privateers belonging to the seacoast towns were able to cross and re-cross the Bay.

In September, the *General Stark* returned to Rhode Island having captured a brig laden with cotton wool and redwood and another ship from Halifax bound for Jamaica carrying a cargo of fish and spars. The schooner *Weasel*, another privateer sent out from Warren captured a 140-ton brig that was sailing from New York with wood and other provisions for the King's troops at Newport.

The winter of 1778-79 was severe. The camp at Windmill Hill was abandoned and the troops were quartered in stores on the wharves and in private dwellings. In her book, Virginia Baker writes:

On Christmas Eve, the Warren River was completely frozen over and Col. Angel

excused his men from the usual drill. A violent storm raged on the 26th, the barracks being filled with snow and huge drifts blocking the roads.

On New Year's Day, Warren received the bad news of the wreck of the *General Stark*. Nineteen crew members had perished by freezing.

The extremely cold weather, the scarcity and high price of provisions caused great suffering among the poor. There were 789 inhabitants at this time, including 14 refugees from the County of Newport, some of whom were entirely dependent on charity for support. The town treasury was nearly depleted and in March it became necessary to hire the sum of \$1,500 for the purchase of grain from Connecticut for the town's use.

On March 11, Daniel Cole, Joseph Smith and William Barton were appointed a committee to ascertain what persons had performed more than their proportion of military duty in the two expeditions against Rhode Island and to allow such persons whatever money they might deem were justly due them.

In April, the militia of several counties formed into brigades. Col. Miller was elected brigadier of the counties of Newport and Bristol. As the enemy greatly outnumbered the colonial forces, it was deemed prudent to increase the guard at Warren and Shubael Kinnicut and Nathan Bardin were empowered to enlist 26 men to serve for 20 days. This guard was stationed at points along the shore where it was feared the British might make a landing. Fortunately, the seat of the war moved

south and this did not happen. On October 25, the British vacated Newport.

As winter approached again, the weather became extremely cold. The Warren River froze once again. Communication with Barrington was maintained by crossing the ice on foot or with ox teams. Firewood was very scarce and expensive (\$20 per cord). In addition to these physical hardships, the populace also suffered spiritually. The destruction of their meeting house had compelled the Society of Baptists to unite temporarily with the neighboring church of Swansea, but the severity of weather kept them from attending services.

Early in the summer of 1780, Washington asked for additional troops and a militia force was called out to serve for three months.

Recruiting officers for Warren were Nathan Miller, Sylvester Child, Daniel Cole, Robert Carr and William Barton. On July 2 the town voted to add Nathan Bardin and Edward Mason to the committee for enlisting soldiers.

The work of raising the British vessels sunk in the harbor of Newport began in June. Cromwell Child purchased a portion of this wreckage which was transported on scows to Newport. Tradition states that Ebenezer Cole built a barn of some of these timbers, which was for many years a landmark in town.

On August 5, the town appointed Ezra Ormsbee to furnish the militia with camp furniture. In October, a detachment of French troops was quartered at Windmill Hill where they stayed throughout the winter.

In February 1781, the Assembly in

expectation of the withdrawal of French troops, called out 1,200 militia to serve for one month under Brigadier General Miller. On March 6, General Washington arrived in Newport to discuss the coming campaign with Rochambeau. On the 10th, the French fleet sailed and all but 300 of the Rhode Island militia were dismissed.

On the 13th, Washington proceeded to Providence, passing through Bristol and Warren en route. In Warren, he stayed at Burr's Tavern. His room was small, but considered at the time a very elegant guest chamber.

In December, the Assembly directed the towns to prepare an estimate of the damage inflicted during the war. Warren's loss by the incursion of British troops on May 25, 1778 as appraised by William Turner Miller amounted to the sum of 12,101 pounds, 17 shillings; 3 pence.

Although the closing year of the war was a fairly uneventful one for Warren, the war had extracted a great toll. Many businesses were destroyed and many families were impoverished. The town treasury was nearly depleted. Over 1,000 tons of ships were lost. Household after household mourned the loss of loved ones. Those that returned from war returned as shadows of their former selves. Farms were neglected. Streets were overgrown with grass. The shipyards were deserted, the docks empty.

Despite this, the townspeople began rebuilding almost immediately and, less than a decade after the signing of the Treaty of Paris Warren was once more a busy and prosperous maritime town.

- William Barton, Revolutionary War Hero -

William Barton, born May 26, 1748, was the fourth son of Benjamin and Lydia Barton. He was raised on the family homestead on today's Barton Avenue in Warren. After a common school education he learned a trade, probably that of a hatter in a shop on South Main Street, where he made and sold hat gear.

A family man, Barton also had an intense love for his country. News of the disastrous results at the Battle of Bunker Hill on June 17, 1775 motivated him to go to Boston, where he entered the service as a corporal and rapidly advanced to the rank of captain.

Barton's activities around Boston included constructing redoubts, intercepting foraging parties, and engaging in skirmishes with British soldiers. Under Generals Washington, Lee and Ward, he helped reorganize the badly organized and poorly disciplined troops.

As early as October 1775 the arrival of enemy ships threatened Rhode Island and Conanicut Island. Many Newport residents evacuated, leaving the Tories in control.

In December of the following year, British troops landed on and occupied the southern end of Aquidneck Island. Colonel Barton was appointed to command a force of American militia on the island, during which he became familiar with its topography.

Later, Colonel Barton took his men to Tiverton, where a fort was erected (and named in his honor — the site is now a town park) above the passage between the Sakonnet River and Mount Hope Bay. While at this fort, Colonel Barton conceived a daring plan to capture General Richard Prescott, commander of the British forces on Aquidneck Island. Prescott was quartered in a house on West Main Road near the present Middletown-Portsmouth town line, adjacent to today's Prescott Farm.

Colonel Barton gathered together a force of more than 40 men in four boats, which were rowed from the fort to Warwick Neck. From there, on July 8, 1777, the force left for Aquidneck Island. Rowing with muffled oars, through the passage which took them between Patience and Prudence islands, the group landed on the Portsmouth shore at a point directly below Prescott's house.

They quietly made the short trip on foot to the general's house, where he was surprised in his bedroom, awakened and whisked away through the fields and bushes to the waiting boats. After a successful trip to Warwick Neck, Prescott was taken to Providence and soon after was exchanged for General Lee, who was being held by the British.

Colonel Barton became a national hero. Congress voted him an elegant sword and gave him a vote of thanks. Later, Barton received his commission as a Brevet Colonel from Congress.

The following year, in 1778, when the British invaded and sacked Bristol and Warren, Colonel Barton galloped from Providence to Mount Hope Neck, gathering a small force along the way and causing the enemy's retreat.

Unfortunately, during this engagement, Barton received a bullet wound in his thigh, was carried to Providence on a litter and was confined to bed for three months.

Later, Barton purchased a township in Vermont, where a town was named for him. However, he got involved in a lawsuit and was detained there for 14 years until 1824 when the popular Revolutionary War hero, General Lafayette, visiting America, heard of his plight and paid the judgment that set him free.

William Barton died in Providence on October 22, 1831 at the age of 85.

- Joel Abbot, Distinguished Naval Officer -

One of the most interesting and significant residences in Warren is the old Miller-Abbot House at 33 Miller Street (included in Historic Homes in this book), which has a connection with our state and our nation's military history. It is also associated with several of Warren's old and important families.

Nathan Miller, who built the house in 1789, and who lived here a very short time, served in the Revolutionary War, rising to the rank of general. Joel Abbot, who had an illustrious naval career, was born on Westford, MA. During the War of 1812, he played an important role in the defeat of the British at Lake Champlain. Abbot sneaked behind enemy lines and destroyed masts and spars, delaying enemy operations and giving the Americans time to add to their naval fleet

It is uncertain how and why Joel Abbot came to Warren, but after his first wife died in 1821, he married Laura Wheaton, daughter of Charles and Abigail Miller Wheaton, in 1825.

The family came to include a "spectrum" of Warren families including Wheaton, Eddy, Smith, Cumming, Miller, Maxwell, Turner, Cole, Bower, Wilson, Gardner, Mason, Haile and others. Several Abbot sons followed in their father's footsteps in choosing a Naval career.

After several assignments both aboard ship and ashore, Joel Abbot was chosen by Commodore Matthew F. Perry to accompany him on the now-famous Japan expedition. Their

purpose was to negotiate a treaty that would open the ports of Japan to United States commerce.

When Perry returned to the United States following the successful conclusion of this mission, Commodore Abbot succeeded him in command of the US Naval forces on the coasts of China and Japan. It was on this assignment, specifically at Hong Kong, that Joel Abbot died in 1855, at age 63.

Charles W. Abbot, Sr., son of Joel and Laura Abbot, born in Warren in 1829, accompanied his father on the Japan mission. He was appointed to the Navy soon after and served in many capacities.

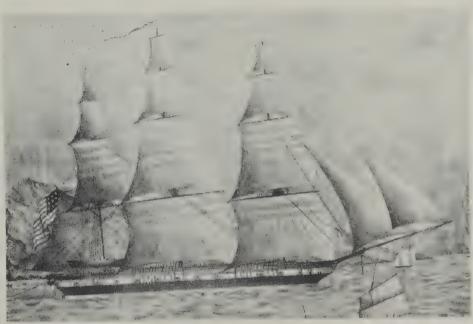
During the Civil War, he participated in several actions, including the capture of Confederate forts at Hatteras Inlet, the blocking of Gulf ports, the capture of New Orleans and the first attack on Vicksburg. He retired in 1891 with the rank of captain and was given the rank of rear admiral, on the retired list, in 1904.

Charles W. Abbot Jr. was born in Warren ion 1860. He joined the Army in 1877 and

spent many years at Fort Leavenworth, KS with the 12th Infantry, which he commanded during the Philippine Insurrection of 1900-02. He was promoted to major shortly before his retirement in 1904.

Grace Abbot Fletcher, the last of the family to own 33 Miller Street, sold the house in 1955 to the Amon Jamiels.

Two United States Navy destroyers were named after Joel Abbot. The first was a "four stacker," one of 50 destroyers transferred to the British at the beginning of World War II. The second, the USS Abbot (DD629), was a World War II destroyer that earned eight battle stars in the Pacific. It was sponsored by Grace Abbot Fletcher and was, coincidentally, a Fletcher class destroyer.



The USS Macedonian leaving Hong Kong on February 2, 1856. This 1,341-ton, 164-foot vessel, a 36-gun frigate was rebuilt from the keel of the first Macedonian, captured by the British during the War of 1812, and was converted to a sloop-of-war for the expedition to Japan. Commanded by Joel Abbot, it was one of six American ships arrayed off Uraga, Japan in 1854, during treaty negotiations between the United States and Japan.

Armory Hall

Although somewhat altered from its original appearance, the Warren Armory on Jefferson Street can easily be identified as an example of a Gothic Revival building, one of several Romantic styles that prevailed in the mid-19th century.

Here, the distinguishing features are its octagonal, castellated towers (the top, battlement section now covered up by tarpaper shingles), pointed arched central entry and thin, long, slit-like, window openings set into the thick, stuccoed stone walls.

The style originated in England in 1749 when Sir Horace Walpole remodeled his country home in the Medieval style. The first authenticated American example was designed in 1832. Davis' 1837 book, Rural Residences. was dominated by Gothic examples. However, it was never a popular style in this country, greatly overshadowed by the Greek Revival style. In addition to covering up the battlements, the building has undergone other changes, the greatest of which was a brick, shed-roofed addition at the northeast end of the hall, done in the late 19th century. Postcards of Armory Hall from the first decade of this century show a set of stairs leading to a door at the second floor of the west tower. (See photo at beginning of military section). On the west side of the stone building, a door, connected by a inclined ramp, was substituted for a window, providing access by the handicapped.

The Dorr War

According to William G. McLoughlin in Rhode Island, A History, the Dorr War was a war without loss of life and little armed con-

flict, but it shook the state to its foundations. It led to an important case in Supreme Court dealing with the extent to which the federal government could or should interfere in a sovereign state's right to enforce the continuance of a republican form of government as guaranteed by the Constitution.

The Dorr War was really about what truly constituted the republic: the voice of the people or respect for duly constituted authority.

As late as 1842, Rhode Island's government was based on the Charter granted to the colony in 1663 by King Charles II of England. Thomas Wilson Dorr thought it was outmoded as it deprived many citizens of their natural rights to participate in government. The result was rule by a minority.

By 1840, Rhode Island was behind the times in its political institutions. It was the only state that required ownership of property as a requirement for voting. But, first-born sons of freemen were allowed to vote upon coming of age, despite the lack of property ownership. The system was archaic, a holdover from feudal concepts of primogeniture, but it was effective in perpetuating control by the group in power.

Only one in three white male inhabitants had the vote and town representation was uneven. Fixed by the 1663 Charter, rural towns were dominant in the legislature despite changes in demography caused by the Industrial Revolution - the erection of factories, the rise of "blue collar workers" and the growth of urban areas. These urban dwellers - mill workers, shopkeepers who rented, clerks living in boarding houses, etc. - were the losers because they had no property.

But the big question loomed. If the vote were expanded, who should be allowed to

vote? It was an issue dividing the contest between foreign vs. native born, not to mention blacks. Thomas Dorr, the leader and most radical of the reformers, was the son of a prominent Providence merchant and industrialist. Harvard educated, he served in the Rhode Island legislature as a Whig from 1834 to 1837. He was a reformer in public education, anti-slavery and suffrage causes.

A follower, perhaps as radical as Dorr, was Seth Luther, a Providence mill worker and carpenter, who thought that every male should be allowed to vote. Although he attracted the Irish, he frightened away many more conservative Yankees.

In 1838, Dorr became a Democrat. He viewed suffrage as a natural right, not a privilege. However, many native-born workers and middle class Whigs did not want to make so radical a change.

There had been attempts, lukewarm at best, at political reform from at least 1821. All failed. By 1840, the reformers formed the Rhode Island Suffrage Association in order to gain grassroots support. In 1841, they called for a constitutional convention, but only property owners participated.

Dorr and his followers turned to the radical concept of popular sovereignty. They felt that they had the power to take matters into their own hands, so they called a convention of "The People's Party." All white male adults were entitled to vote for delegates.

By the autumn of 1841 there was a choice between the People's Constitution and the Landholder's Constitution. Both had many similarities and both disenfranchised Blacks. In 1840, there were 3,328 Blacks in the state, half in Providence. Powerful abolitionist leaders, including Frederick Douglass, came to Rhode

Island during the winter of 1841-42 to speak on behalf of Blacks.

A vote was held on the People's Constitution in December 1841. In favor were 13,944 and only 53 opposed. It was extralegal, so many didn't vote. The Dorrites said that it replaced the old charter and that their newly-elected delegates should replace the old ones. However, the old legislature did not concede, and in March 1842, voted to ratify the Landholder's Constitution. This constitution was rejected by a vote of 8,689 to 8,013.

Even so, Dorr's party was ignored. Then the old legislature got a ruling from the State Supreme Court denying the validity of the People's Constitution and they passed a law stating that any overt acts against the charter government were treason.

The People's party ignored the ruling of the State court and the treason law and conducted a statewide election for candidates for office for the People's Constitution. Dorr ran for governor.

In April 1842, 6,359 voted for People's party candidates. Dorr was elected governor and declared himself the head of legitimate government. The Landholder's party elected Samuel Ward King as governor. The state had two sets of officers and two constitutions. Governor King ordered Dorr's arrest, but Dorr went to Washington, D.C., to ask President John Tyler to take the People's side in the quarrel. Tyler was not sympathetic.

The climax of the struggle occurred on May 17, 1842. After midnight, Dorr, Seth Luther and the Irish got two old cannons and led a group in an armed attack on the Providence arsenal. Two hundred thirty-four of Dorr's men were pitted against 200 defenders, but the old cannons failed to fire. Great confu-

sion reigned and the local militia arrived, causing the retreat of the rebels. No injury was done to anyone. Dorr lost the support of most moderates in the state and his party by this action. His elected officers resigned.

Thwarted in his attempt to storm the arsenal and now a wanted man, he fled from justice over the state line into Connecticut.

In June 1842, it was decided to convene a council of officers supporting Dorr in Chepachet. Before the council could meet, however, the "rank and file" took possession of the village. Cannon were brought from Woonsocket Falls and other places and up to 700 men assembled to do battle with the government forces. The Charter government rallied its forces, assembling 2,500 men, who began their march on Chepachet. Apparently news of the large government force reached the village and by the time Dorr arrived from Connecticut only a small number of men remained.

A half-hearted attempt was made to fortify 80-foot high Acote's Hill, which commands the road leading into the village from the east (and Providence). The state militia marched to Chepachet and took the hill without resistance. Dorr had left and his "troops" had been disbanded 12 hours earlier. Realizing that the people had no taste for establishing a government by military means, Dorr gave up his attempts at establishing a new government and fled to New Hampshire.

His efforts were not in vain, however, for in November of that year, the former Landholder's Party, now the Law and Order Party (the Charter government) called a convention and revised the constitution, to be effective in 1843. More liberal voting rights were granted. Dorr had won his point.

Dorr voluntarily returned to Rhode Island to stand trial, was convicted of treason and was sentenced to life imprisonment at hard labor. He was released after serving one year.

At the time of this great excitement, the Warren Artillery was chartered at the May 1842 session of the legislature. The first meeting was held at Cole's Hotel on May 16, when officers were elected.

On May 17, the company received orders from Governor King for service and took part in the Chepachet campaign. For their services they received the "thanks of Col. Blogett, their battalion commander, and a beautiful bouquet from the ladies of Providence."

On July 8, the committee purchased a lot of land on the present armory site from George Wheaton in the name of the "Committee of the Warren Artillery Company." A building committee was chosen on July 27 consisting of Samuel Pearce, Suchest Mauran and Alfred Bosworth.

Several appropriations were received from the state and from the town.

In November 1843, the armory was completed and ready for occupancy. The committee gave the deed to the Warren Artillery.

After its erection, the building was used for social affairs by the Company and townspeople and for general entertainments for the public.

One of the most noteworthy events that took place in Armory Hall occurred on Thursday, August 29, 1850, when "Barnum's Original Gen. Tom Thumb" performed songs, dances, Grecian statues and represented Napoleon Bonaparte, among other things.

Soon after the outbreak of the Rebellion, the Warren Artillery company offered its

services to the country, but was not called until May 1862, when it went out with the 9th Regiment for three months.

Throughout the last half of the 19th century, at least, the hall continued to be used for meetings and various kinds of public events, in addition to serving the needs of the local militia company.

On September 24, 1952, the property was conveyed to the Warren Post #11 of the American Legion.

Postscript. On July 10, 1897, 55 years after the Dorr War took place, George H. Coomer published an amusing account of the events of that day in the *Warren Gazette* under the heading "Warren in '42."

Then, wrote Coomer, Warren was: ...in a state of imaginary siege—imagination in this case answering all the purposes of reality.

While the town's stalwart veterans were absent in the enemy's country, defiling slowly and cautiously through the wilds of faraway Chepachet, the poor little town realized its utter helplessness in case of any sudden inroad of those terrible Dorrites who were supposed to be lurking everywhere, by river and bay and swamp, like the painted Pokanokets in the great Indian war of King Philip."

For an entire week, the approaches to the village were guarded by sentinels by day and night.

In the belfry of the old wooden Baptist meeting house, armed men kept watch and ward as if upon the turrets of some feudal castle.

In the meantime:

All manner of thrilling rumors came from the seat of war. Once in particular there was spread the awful tidings that the State troops had been cut to pieces by the ambushed enemy, like poor Braddock's army at the Monongahela. Then, for one momentous hour the good townsfolk realized the horrors of war. Finally, the great nervous strain of waiting and watching came to an end when on the 28th of June it was joyously broken by authentic tidings from the Chepachet wilderness. Law and Order had triumphed; the famed fortress on Acote Hill had really fallen. Dorr, the 'mimic' governor, had departed for other fields, and the foolish escapades of his adherents were over. It seems strange that it could have ever been.

That year the Warren Artillery Company came into being.

The Federal Blues

Information provided by Captain Edgar Hebert

The story of Warren's Federal Blues goes back almost 200 years, when the U.S. Government ordered the building of the frigate *Nathaneal Greene* in Warren.

Captain Raymond Perry had the responsibility of assembling and training a 250-man crew, which was a difficult task. Perry made progress but one element of his ship's crew was missing — marines. Marines were the navy's policemen whose job it was to keep the men on board ship under control.

In combat, their duties were twofold, to serve as sharpshooters, firing from small platforms near the tops of the masts, and, once the ships were engaged, to board the enemy vessel and commence hand-to-hand combat.

This new type of warrior was difficult to find, but fortunately there was in the area a newly formed military company called the Federal Blues, chartered in October 1798.

It was formed by residents of the town out of concern for the town's well being during

war. The Federal Blues was granted a charter as an independent infantry company, rank and file, with one captain, one lieutenant, and one ensign, not to exceed 64 men.

However, the Navy soon had no need for the private militia when the U.S. Marines became part of that service, and the Federal Blues were deactivated in the early 19th century.

In 1976, during the nation's Bicentennial, the Federal Blues charter was reactivated. In that year, the company participated in many activities, including a trip to Yorktown, Virginia.

Since then the Federal Blues has been a very active organization; it participates in many events annually, including 24 parades, beginning on St. Patrick's Day and lasting into October.

Every June, the fife and group contingent comprised of about a dozen musicians, participates in Battle Road in Concord and Lexington. It also participates in the Gaspee Day parade and on the Fourth of July spends a full weekend on Block Island where it leads a large number of other military groups.

The Federal Blues also participates in several encampments annually.

In August 1998, the Federal Blues will be one of a large number of participants commemorating the Battle of Quebec.

In 1993, the group acquired a carriage house and moved it a short distance down Baker Street. Since then company members and friends have been restoring the building to be used as a headquarters. Presently it is being used to store the company's equipment.

The Federal Blues' present commander, Edgar Hebert, today leads 64 members, including militia, fifers and drummers.



The Federal Blues march in front of Town Hall during the Anniversary Parade in August 1997.



This copy of a painting in the George Hail Library is of the Agent. Although not listed in Bristol Custom House records, it was insured in 1802 and in 1804 for trips to Havana with Benjamin Eddy, master. It was one of the first to trade with that Cuban port.

Warren at Sea - Maritime History by Walter Nebiker

Warren's maritime history. What is it? What do you think of, know of, this small town's maritime legacy? This section is a sample of that history, which is long and complex. A longer version is in the works.

Warren's maritime history is the story of vessels, men and the Seven Seas. Warren vessels went everywhere, from tropic seas to far northern waters. But her maritime history begins on a small scale, with small vessels, mostly sloops. The earliest sloops known from the 18th century were as small as 10 tons. There was no sloop larger than 60 tons operating out of Warren until the 1780s.

The early vessels traveled to relatively close ports such as New York, Albany, Baltimore and down the Atlantic coast to the West Indies. Gradually, trading ventures expanded as larger vessels were used and they went to further destinations. By the late 1850s, the last great decade for maritime activities here, vessels were over 800 tons. One, built by Mason Barney in 1858, weighed in at 1,023 tons, perhaps the largest ever seen in Warren, but it was sold at public auction in 1860 in an unfinished state.

Deep-sea traders of the mid-18th century voyaged half-way around the world from Warren, to Australia and the Far East.

Merchant vessels carried all kinds of cargoes, including agricultural products such as apples, flour, corn and cheese, usually from ports as far south as Norfolk. From the Carolinas came tar, timber, staves, shingles and other forest products. South Carolina and the Deep South specialized in cotton which was usually sent to Europe. Molasses, sugar and coffee

came here from the West Indies, principally Cuba. Europe supplied manufactured goods. A variety of other cargoes including guano, paints, oils, stones, etc. were also being shipped along Atlantic routes.

Warren's 49 whaling vessels, which were active between 1821 and 1865, made it the largest whaling port in Rhode Island.

Whalers from this town ventured into the Pacific and Indian oceans on their long voyages, both in terms of miles and of duration, a

few staying out more than four years.

Some Warren vessels went out as privateers — private men-of-war — some sailed as packet boats, several went to California during the gold rush years of the mid-19th century, and a number of excursion boats took passengers to pleasure places, also in the mid-19th century.

Shipbuilding was an important activity in Warren in those days and one that is still being carried on to the present by Luther Blount in his yard at the southern end of Water Street.



WALTER NEBIKER COLLECTION

Bristol artist George Gale drew many maritime scenes like this one that show what is was like to be a mariner in the 18th and 19th centuries in and around Warren.

Maritime Commerce

Little is known about the activities of local merchant vessels in the earliest years of our history, until mid-18th century. Virginia Baker cites town records as mentioning a "way (road) to a landing place which is common for landing vessels," possibly on the east bank of the Kickemuit River, which may have been in existence when the Pilgrims established a trading house at Sowams in 1652.

John Thurber, a Swansea sea captain and one of the proprietors of Brook's Pasture (now Warren), had a brigantine which carried seed rice from Madagascar to Sullivan's Island, South Carolina, in 1695.

Virginia Baker also says that the sloop Defiance, owned by John Luther in 1756, was one of the earliest vessels of which there is a record. During the mid-18th century, the Rhode Island colony began carrying on an extensive trade with the Caribbean and West Indian islands. By then the Triangular Trade was fully developed. Basically, rum from New England, distilled from molasses from the West Indies. was bartered for slaves on the coast of Africa. Most of the slaves went to the West Indies. where they were exchanged for molasses. There were variations on this pattern, for example, sometimes slaves came directly to the American colony, and some, but not many, eventually coming to Warren.

The first vessels were small craft, mostly sloops. All those that sailed from Warren until about 1776 were less than 41 tons. Gradually, the vessels increased in size. The sloop *Abigail*, here in 1781, was the first Warren vessel to attain 100 tons. Records on cargo and destinations are almost non-existent for many years. An early contract for the sloop *Polly*,

under Captain Nathaniel Whiting, was for a trip it made to Gothenburg, Sweden.

Records at the Rhode Island State Archives reveal that Connecticut and Hispaniola were the two primary destinations of Warren vessels during the latter part of the Revolutionary War years — the late 1770s into the mid 1780s. Goods sent to Connecticut, probably to Middletown, destined for the American or French armies, consisted of items transshipped from the West Indies. Also shipped were products and goods obtained locally, including salt, sugar, cotton, lemons, molasses, rum, wine, brandy, tar, clothing, dry goods, blankets, hospital stores, cooking utensils, window glass, earthenware, oysters, iron, hoops, glass, chocolate, lime, coffee, raisins and pepper.

Longer voyages were also made to the West Indies. Hispaniola, visited by Warren vessels several times during this era, received a different blend of merchandise — staves, hoops, flour, fish, oil, onions, potatoes, cheese, butter and spermaceti candles.

Vessels returning to Warren from the southern islands brought back the usual tropical products such as molasses, sugar and coffee, while Connecticut sent us corn, rye, flour, pine boards and shingles, among other items. In 1781 two Warren sloops went to Virginia during the waning days of the Revolutionary War. *Hunter*; under Captain William Turner, unloaded provisions and hospital stores for American troops. John Hail's *Abigail* transported prisoners of war from Yorktown to Rhode Island.

Although fighting on land stopped in 1781, Warren vessels continued to transport goods to Connecticut destined for the American and French armies. In 1782, 17 trips were made there. Salt, lime, molasses, sugar and

rum were the most common goods transported, but chocolate, dry goods, brass and tea kettles, tea, indigo, brandy, oysters, wool, ginger and flax seed were also sent. Seven Warren vessels went to Connecticut in 1783, but only three in the next two years before voyages there virtually ended.

During the early 1780s, a slightly different set of products — pickled fish (herring and menhaden), onions, hoops, staves, flour and spermaceti candles — were sent south, to Hispaniola and St. Christopher.

At times, shipbuilding was actively carried on in Warren. Seven vessels were built in 1784 and another seven in 1785. Following a relatively slow building period from 1786 to 1791, the tempo of ship construction picked up again in 1792. Between that year and 1795, 34 vessels were launched into the Warren River.

Slave Trade

The slave trade started in Rhode Island in 1696 when the brigantine Seaflower brought 47 slaves from Africa. In 1700, two sloops and a ship sailed from Newport to Africa. From then on, vessels sailing from Providence, Bristol, Warwick and Newport to the West Indies often brought back slaves as their return cargo. Rhode Island vessels also traded directly with the coast of Africa, these slaves going to the West Indies or the southern colonies. The Triangular Trade was a series of complicated transactions. For example, some Rhode Island vessels picked up wine in southern Europe and the Western Islands, which was taken to Africa. Some trade goods for sale in Africa were also picked up at United States ports. Slaves were also sent to Brazil.

There is not much information about Warren's involvement in the slave trade. An

article in the May 16-17, 1973 issue of the East Bay Newspapers' *Bay Window* described the adventures of a Warren sailor on a trip to Africa in the sloop *Dolphin* in 1795. A Cole family genealogy *The Descendants of James Cole of Plymouth*, published in 1908, gives a brief account of William Cole, born in Warren in 1758, as follows:

Thomas Cole, when comparatively a young man, was first mate upon a vessel sailing between Providence and the Indies. During one of his voyages his vessel was driven by a storm upon the West African Coast, and he conceived the idea of becoming a slave trader. He was many years captain of a slave vessel plying between Africa and Cuba, and supposed to have made a large fortune. He was a Revolutionary soldier. He died of yellow fever in Sayannah, GA.

A law in 1808, prohibiting the importation of slaves, put an end to the legal slave trade. During the period when slaves were traded legally, more than 1,700 Rhode Island vessels were involved, most of them trading on the Gold Coast and Slave Coast. The total number of slaves brought in by Rhode Island vessels, according to Edward Field, was 8,238. Bristol is said to have taken 3,914, Newport 3,488, Providence 556, and Warren 180. Census reports show that few slaves came to Warren. In 1748, there were only five recorded; in 1755, 98 were counted in the town; in 1774, the number dropped to 45; and in 1783, only 30 were on the census rolls here, when there was a total of 2,342 slaves in the entire state.

Packet Boats

Warren had a number of packet boats—vessels that departed at a scheduled time for a specific destination. The first known Warren packet began its operations in 1798. The

March 17 issue of *The Herald of the United States* carried an advertisement, as follows

For Albany and New York. The tall sailing sloop NANCY, about 40 tons Burthen, master DANIEL MATTEASON (sic), Master, will sail about the First of April, is entirely new, and is intended on purpose for a Packet to continue sailing to the above places monthly thro'out the Season. For Freight or Passage, apply to the Master on board, or to BURR and ADAMS, in this Town. The Terms will be as good as can be procured in the State.

During the 19th century, about a dozen more vessels were advertised or sailed as packets. The sloop *Betsy* went to Albany and Troy as a packet in 1800 and 1803

The next advertisement, in the September 14, 1825 issue of *The Telegraph*, of Warren, read:

FOR MOBILE AND NEW ORLEANS - The beautiful Packet brig URSULA, Rufus Frink, master, will sail for Mobile and New-Orleans on the first of October next. She is a superiour [sic] vessel, sails remarkably fast, and has excellent accommodations for Passengers. For freight or passage apply to master on board or to WM. COLLINS & CO.

Some packets made shorter runs. Mount Moriah went to Providence in 1828 while Comet, a "packet steamer" traveled across Long Island Sound to Sag Harbor. From 1636 to 1848, at least six vessels ran as packets. William Winslow took Metamora to New York. In 1836, the 181-ton brig Chapman sailed for the first time as a packet to Charleston. According to George H. Coomer, writing retrospectively in the January 23, 1887 Providence Sunday Journal:

The vessel was intended as a packet between Charleston and New Orleans, under the command of JB Thompson. No Warren vessel was better known. It left every year in October and returned in May.

Other packets included the 60-ton schooner *Pequot*, which sailed for Mobile via Key West in 1838, 1839 and 1840, the 99-ton schooner *Pacific*, which sailed to New Orleans in 1840, the 191- ton brig *Frances*, which also went to New Orleans, in 1842, the 441-ton bark *Providence*, which took freight and passengers to Mobile in 1848, and the 9- ton sloop *Willard*, which announced that it would "run regularly between Warren and New York, touching at Newport each way" in 1853.

The October 5 Northern Star carried an announcement that the packet bark Providence would sail for Apalachicola about the 10th, under Capt. H. P. Carr. The November 24 newspaper stated that, "Providence (formerly of Warren) which has been up for California has been withdrawn. She will sail from Providence to Apalachicola."

The vessel was there on December 2. On April 2, 1850, [April 13 Northern Star] the vessel was in a severe gale at Charleston. She "parted her fasts and drove broadside into Brown's dock, damaging the stern of the steamer Edwan." Then, on January 31, 1851, the Providence had its final mishap. The newspaper reported:

The bark Providence (441 tons, of this port), Carr, from Providence, for Apalachicola, became a total wreck on the morning of the 31st January, on a reef extending northwesterly of Harbor Island. The only cargo on board was 60 bales of hay and 35 barrels of onions, which was all lost, there being such a sea that it was impossible to approach the vessel to work. Part of the materials have since been saved, taken to Harbor Island and sold. The captain and crew were taken off by the schooner Cornme, Johnson, and sold to Nassau, N.P. by the Consular agent at Harbor Island. The Providence filled in 4 hours after she struck, and

went to pieces in 18 hours. Capt. Carr saved only a part of his effects. The P. was a good vessel, owned three quarters by Mason Barney, Esq., of Swanzey, and one quarter by Capt. Carr, her commander. She was insured in Boston for \$16,000, equally divided between and Tremont and Hope offices.

"The Undeclared War with France"

The "war with France," which took place during the last years of the 18th and the first few years of the 19th century, involved several Warren vessels. In 1799, the Industry and the brig *Rambler* were both captured, the latter by French and Spanish vessels. The hazards of being captured by enemy men of war were matched by natural calamities. In the next year, *Hannah* was destroyed in a storm. It is the first shipwreck account published in the local newspaper, *The Herald of the United States*, on April 27, 1799, said, as follows:

Thursday came here by land via Cape Ann, Capt. Wm. Champlin, this port, late master of the sloop Hannah. On 10th Dec. last sailed from here with an assorted cargo, bound for St. Thomas. On 14th about 7 o'clock AM in lat 36 50 N, long 69 45 W, a heavy sea struck her under the larboard quarter and upset her on her larboard beam ends. Sylvester Sisson, his boy, was drowned in the cabin and Bacches Child was washed from the wreck. Another sea washed out both pumps, stove in three of her dead-lights, gangway, and filled her with water. Saw a brig to windward bearing down to our relief, which in a lack of wind sent her boat and took Capt. Champlin, seaman Salisbury, Mate, of this town, and John Baylies of Swansea on board the brig, which proved to be the Jane of Baltimore, Wm. Young, master, loaded with corn and bound to Figusia (?), Port., where he arrived the 21st of January and had an opportunity of getting on board another vessel after he were

taken from said wreck. He experienced every kind treatment from the said captain and crew that people in their unhappy state could expect. Salisbury shipped on board a vessel bound to Baltimore. Capt. Champlin and Baylies remained on board said brig, then they took(?) brig Betty of Kennebunkport, from Barbados, on board of whom Capt. Champlin got and arrived at Cape Ann. Baylies went on to Baltimore.

Trade with the South

At about this time, many vessels from Warren were sailing along the United States coast. Runs to the southern seas were also being made more frequently now.

Most of Warren's trade during the first six decades of the 19th century was with the states along the Atlantic and Gulf of Mexico coast, from New York south, as well as with Cuba and the West Indies. Each port had something different to offer. For example, Norfolk exported basic foodstuffs such as corn, sweet potatoes and oats. North Carolina's principal products were those of the southern forests shingles, staves, lumber, tar and resin — while South Carolina offered semi-tropical goods such as cotton and rice in addition to southern woods. From about 1827 until the start of the Civil War in 1860, vessels picked up cotton, principally from: Savanna, Georgia: Mobile. Alabama; New Orleans, Louisiana and transported it to European ports such as Bordeaux and Le Havre, France, Liverpool and London, England, and Cork, Ireland.

Trade With Cuba

Between about 1800 and 1860, many Warren vessels visited foreign southern ports islands of the West Indies and the north coast of South America. But Cuba was the most popular destination for them. Warren Insurance Company records show that Havana was visited eight times in 1805, twice each by the 117-ton brig *Hiram* under Jesse Baker, Jr., and the 95-ton *Union*.

Union and Commerce each went there twice in 1806, when nine Warren vessels put into that port. Zephyr, under Alfred Barton, which returned from Havana with molasses in 1807, was back again in 1827 and 1829. Trading with Havana was active during the 1850s when it was visited by a number of deep-water, long-distance travelers —several times by Muskingum, a 248-ton bark; the Mary R. Barney, a 281-ton bark built in 1851 by Mason Barney; Alma, a 642-ton bark built in late 1854 in Somerset, MA; and others, including the Caroline Read, a large, 66-ton ship built in Mason Barney's Swansea, MA yard, a few miles up the Palmer River from Warren.

The first recorded visits to Matanzas, a port on the north coast of Cuba east of Havana, were made in 1806, when Warren Insurance Company records show that the *Hiram* and *James* were there. As with Havana, information on visits to Matanzas between 1806, when some insurance records are available, and 1825, was not found. Then from 1825 to 1859 there was a very active trade with that port.

The 137-ton brig *James* was there twice in 1825, then returned again in 1826, 1827 (three trips), 1828 and 1831. *Busy* and *New Columbia*, a 183-ton brig built in Warren in 1811, were also early (1825) visitors to Matanzas, and both went on to become the principal Warren traders with that port.

The *Busy*, a 180-ton brig, was built in Warren in 1816 by Caleb Eddy and was registered here in 1818. It was owned in

Warren until 1830, then was based here again from 1838 until 1853. It went to Matanzas 16 times, the last time in 1853.

All vessels that sail the seas for a number of years eventually run in with bad weather. A storm in March 1848, took out *Busy's* bulwarks and caused its cargo to shift. The brig went ashore off Beavertail Light in early 1851. *Busy* was also party to two more unusual happenings. The March 9, 1844 *Northern Star* reported:

We hear from the Newport Rhode Islander, that a mutiny occurred on the brig Busy, hence from Matanzas, on the 29th ult, when off Beaver Head Light; the brig was hove to and her colors set union down for assistance. A boat's crew, with Lt. Cornell, from the cutter Jackson went to her, and found a general fight going on, between the officers and the crew; it was immediately quelled after putting two men in irons, and taking them on board the Jackson. Subsequently Capt. Watson concluded to free one of the crew and proceed to sea. The others were brought back by the Captain and set adrift. The crew were mostly intoxicated, of course.

George Coomer, in the *Warren Gazette* of December 8, 1894, told of an incident that took place aboard 'The Old Brig *Busy*' 72 years earlier, as follows:

There can be few people now living who remember the arrival of the brig Busy from Matanzas after her capture by pirates - for it was more than seventy years ago. Pirates at the present day live only in books, but at that time they were fearful realities. 'The pirate bark with pennon dark' was then a thing of substance and of terror, instead of being, as now, a mere picture in a dream.

It was about 1822 that *Busy* was captured. Capt. Christopher Allen, of Barrington was at that time in command of her, and the colored man, Richard Allen, who afterwards

had his home on Metacom Avenue, and who died there a few years since, was her cabin boy. Dick used to relate the incident in a very realistic manner.

Soon after leaving Matanzas, they discovered a considerable fleet of vessels apparently hove to and lying in a cluster. They numbered five brigs and two schooners; the brigs evidently being merchantmen and the schooners - well, it was not so easy to tell what they were! Why should those honest molasses loaded brigs be hove to in pleasant weather on the open sea? And what were those two 'long, low, black schooners' doing in the midst of them? The picture, seen at a distance, was a kind of pantomime, but it could be understood without too much difficulty. It was the case of the spider and the fly.

Presently one of the schooners filled away her sails and bore straight down on the Busy. Those who remember that old Warren brig will not ask why she did not get out of the way - for her sailing qualities were those of an ordinary pumpkin; and it may be added, by the way, that she was just as homely as it is possible for any nautical thing to be.

Although the forlorn brig made no show of resistance, the pirate, as he came down upon her, opened fire with an eighteen pounder pivot gun, some of the shot burying themselves in the mainmast and others whistling close to the men's heads.

The schooner was then laid alongside and the pirate crew proceeded to hoist from the Busy's hold as much sugar and coffee as their craft could well carry in addition to what she already had on board.

One of them seeing Dick Allen standing close to him took the fancy to give the little colored fellow a smart blow across the rear portion of his duck trousers with the flat of a cutlass; and Dick used to say that the wide blade fitted him to a nicety, as his trousers were rather tight.

At length the trying ordeal was over, and the pirates cast off their lashings and pushed the

vessel clear of the brig. The other captured merchantmen were also released, and both of the dreaded freebooters sailed away loaded so deeply that they could scarcely swim.

The grapeshot in the *Busy's* mainmast told the story for many a day afterwards, but her case was simply that of several other Warren vessels which were from time to time boarded and robbed by the West Indian outlaws. The word "pirate" had then a meaning which the sailors of the present day can hardly appreciate; and in case of capture by those blood thirsty villains, the honest seaman might consider himself fortunate if not put beyond the power of telling tales.

New Columbia, a 183-ton brig, also built in Warren, ventured to Matanzas 13 times between 1825 and 1844. It had only one "adventure," in March 1837, on a return trip from Matanzas, when it...experienced very heavy weather during the passage. In the Gulf Stream it encountered several gales with snow. In the West Passage, on the 14th, off the island of Patience, it lost its chain cable and anchor.

Emigrant, a Swansea-built (1833) 178-ton brig, went to Matanzas six times in three years, 1836-38. On September 3, 1837 it...

fell in with the wreck of the British bark *Janet*, of and for London, from Honduras, and took from her the captain and ten men, in a most distressed condition, for want of provisions and water; two men died on the wreck. They had subsisted for 15 days on an allowance of two coconuts per day.

When taken off most of the crew were nearly exhausted, but by the kind and humane treatment of Capt. Smith and his crew, most of them have nearly recovered. The *Janet* was loaded with mahogany, logwood, and indigo. Nothing was saved except the clothes they had on.

During the next year, the tables were turned, when *Emigrant* itself, returning from Matanzas "encountered very rough weather

during the last 14 days [of its trip]. On the 18th [of March, 1838], it shipped a sea which swept the decks, stove both boats, lost a caboose overboard, etc.

Frances, also built in 1833, but in Maine, was a 191-ton brig. It was purchased by Warren men in Boston in 1841. En route to Warren it experienced adverse weather in late September, perhaps a hurricane, described as a violent gale. South of Dutch Island, not too many miles south of Warren, it dragged its anchor and parted one chain. Both masts were cut away, but the vessel continued to drag. Eventually it got steerageway and passed a short distance off Point Judith, then passed Block Island. A jury mast and a small sail were rigged. One vessel encountered cut their foresail, which they gave to Frances. Another vessel provides stores and vegetables. The storm pushed the brig as far south as 37 degrees north, just north of the latitude of Norfolk, Virginia. It recovered from this trying encounter with adverse elements, and went on to sail, including 10 trips to Matanzas between 1845 and early 1854. Its luck ran out in September 1854, when a gale of wind drove it ashore with both anchors down, in the Gut of Canso, Canada, and it was reported sold for \$2,250.

Fornax, was built in Warren, Maine, in 1841. This 249-ton brig made four trips to Matanzas in the 1850s. Described as a "fast sailing and despatch brig," it sailed from Portland, Maine, April 23, 1853, and "arrived at Matanzas in the remarkably short passage of eight days, said to be the quickest passage ever between the two ports." And, it came back in 10 days.

Of all the vessels that sailed out of Warren, *Muskingum*, a 248- ton bark, had the most

unusual "birthplace" - on the Muskingum River of Ohio - in 1845. Although only some 800 miles from Warren and the east coast, "as the crow flies," it had to get here via the Ohio and Mississippi rivers, a trip of several thousand miles. Like the other large vessels of the 1850s – barks and brigs – it was a deep-water sailer. From 1856 to 1858, it went to Matanzas seven times. Before this, it had been to other Cuban ports, Havana in 1853 and 1854, and also to Cardenas and Sagua.

The Mary R. Barney, as one would suspect from the name, was constructed by Mason Barney in 1851, and was registered at Warren. The 281-ton bark went to Havana, Cardenas, Matanzas, and Sagua, Cuba, in the 1850s. Between 1856 and 1858 it visited Matanzas six times. On one return trip from Matanzas, the vessel had a bad experience, as reported in the May 22, 1858 Warren Telegraph. The article read as follows:

A Warren Vessel Waylaid By a British Cruiser. Capt. D. B. Luther, of the bark Mary R. Barney, of this port, which arrived at Portland from Matanzas on 11th inst., reports that on the 25th ult., the day after sailing, he descried a British paddlewheel steam-frigate, having a gun-boat propeller in tow. The steamer altered her course so as to come up with him, and ordered him to back his main yard, which he did, and an officer from the steamer came on board, enquired the bark's name, cargo and destination, and asked various other questions. Capt. LUTHER, after answering, demanded to know whether any difficulty had taken place between the United States and England, and why he was detained. The officer merely replied that he was acting under orders, and desired Capt. L. to receive as a passenger an American whom the British commander wished to dispose of, offering to pay the passage money. Capt. L. refused unless forced to take him, and observing that the officer appeared suspicious of something,

told him he was welcome to search the hold, which the officer declined doing. Capt.

LUTHER then again protested against this unwarrantable detention to which he had been subjected, having a four-knot leading breeze, and ordered the sails filled; on which the officer and his men took their departure. The steamer remained motionless for some time after. The bark was detained upwards of two hours, during which time the gun-boat steamed out of sight.

On another trip to Cuba, as reported in the August 7 *Telegraph*, while the vessel was lying at Havana, Capt. D. B. Luther, Jr. and the Second Mate had been "seized with yellow fever on July 23. The First Mate had just recovered and now the whole crew had the disease, but only one man died." The vessel sailed from Havana on August 3 and was at New York two weeks later.

The *Globe*, another Maine built vessel, a 159-ton schooner, went to Matanzas twice in 1859, at the "tail end" of the molasses trade.

The first recorded voyage to Trinidad de Cuba, a port along the southern coast, was made by Benjamin Eddy, who visited that place in 1825. Eddy was an experienced sailor, a sailing master by at least 1803, when he sailed for the Windward Islands in the ship *Agent*. He later made more trips to the islands. His youngest son John became a merchant in Trinidad, and died there in 1858. John's daughters died in Cuba, one in Trinidad and one in Havana.

The *Jacob* visited Trinidad several times in 1825, was there twice each in 1827 and 1829, and four or five times in 1832. In 1836, it went from Matanzas to Boston, stopping at Newport. Captain Eddy sailed from Boston to Matanzas for a final time, but he returned to Boston, from Cape Haytien, in the brig William

Davis. As reported in the March 14, 1836 *Northern Star*:

The Jacob, on 2nd April, when 11 days out, struck a reef supposed the Square Handkerchief, about 70 miles east of Turks Island, and beat over. Came to anchor and in three hours sunk in eight fathoms of water. The officers and crew took to the long boat, saving only their clothing - on the fourth night landed at Cape Haytien. She had no cargo except a few drams of jerked beef. Insured at Boston.

The 203-ton brig *Albertina*, built in Cohasset, MA. in 1836, made most of the last trips to Trinidad, largely under John Kelly; seven between 1837 and 1844, including three in 1844. The Mystic Seaport Museum has a microfilm copy of a round trip voyage of the vessel to Trinidad, from November 8, 1843, when it left Warren under the command of John G. Joyce, to its return to the U.S. at New York on February 13, 1844. It is noteworthy for detailing the everyday travails of a seagoing vessel, during an entire return voyage.

Heavy and strong gales were words used frequently in the log of the brig, which labored very hard, leaked considerably and shipped a "great quantity" of water. At one time, it was leaking at the rate of 500-600 strokes per hour.

So threatening was the weather that it was deemed "prudent" to lighten the vessel by "starting" or throwing overboard hogsheads of molasses. The vessel survived the storm and returned safely.

Zephyr, a two-masted schooner, built in Warren in 1811, made three voyages to Trinidad in 1831 under Joshua Champlin.

St. Jago, Cuba, was the destination of several Warren vessels during the "molasses years." *Ceres,* an 84-ton, two-masted schooner, was there in April 1798. The next voyage apparently did not take place for another 38

years, when *Albertina* was there. She returned for four more visits, in 1836, 1838, 1842 and 1843. *Muskingum*, which was there in 1854, also went to Cardenas, and the schooner *James Wixon* stopped at St. Jago in 1857 and 1858, in the latter year also stopping at Havana.

Sagua, Cuba, was less frequently visited. In the mid-1850s the *Mary R. Barney* was there twice.

The Cotton Trade: Southern U.S.A. and Europe

Most of Warren's vessels going to southern ports transported cotton to European ports along the Atlantic Ocean and the Baltic and Mediterranean seas.

On the Atlantic side were Bremen, Germany (on the Baltic), Cardiff, Liverpool and London in Wales and England, Bordeaux and Le Havre (then known only as Havre) in France and Cadiz, Spain, not far from the Straits of Gibraltar. Some vessels stopped at Gibraltar, the entry into the Mediterranean from the Atlantic. Mediterranean ports included Marseilles, France, Trieste and the islands of Malta and Sicily.

Charleston, South Carolina

Sailing along the American coast, the first true southern port was Charleston. Insurance records show that several Warren vessels went here early in the 19th century: *Hiram*, a 117-ton brig, under John Brown, in 1805; sloop *Betsey*, Haile Bowen, master, in 1806; and *Mary Ann*, a 37-ton sloop, under Peleg Chase, in 1807. Then, there is an information gap of almost 30 years, until 1836, when the 181-ton brig *Chapman*, built in Swansea in 1835, went there as a packet under the leadership of John B.

Thompson. The vessel returned to Warren from Charleston in 1837 with lumber and cotton, and in 1839 with rice and cotton. Thompson made the return trip from Charleston in six days on June 12, bringing cotton to Providence and lumber to Warren. Thompson, with *Chapman*, was also in Charleston in 1845. *Chapman*, unlike most other vessels in the cotton trade, was a bit unusual, for it never went to Europe.

J.B. Thompson was also master of the *Walter*; a 251-ton bark built in Warren in 1846. He took the vessel to Charleston in 1846 and 1847. Although it did not go to Europe, *Walter* was sold out of Warren, then made a deepwater voyage, leaving Providence in November, 1849 for the gold fields.

Alma, a 643-ton bark, with a capacity of 4,000 bales of cotton, built in Somerset in 1854, arrived at Charleston on April 23, 1855, the first of two visits there. It sailed from here on June 4 for England and from there to Havana. It was back in Charleston the following year, clearing at Charleston for Le Havre on April 15. After Le Havre, it went to Cardiff, thence into the Mediterranean, to Trapani, Sicily, and Malta. It returned to the United States at New Orleans.

One of the largest vessels out of Warren, the 882-ton ship *Eloise*, built by Mason Barney in 1857, arrived at Charleston December 11, 1858 under Charles Collins, and loaded for Liverpool. On the 14th, it had 600 bales on board. On its return from Liverpool, in May 1859, at 43 degrees North, 44 degrees West, it encountered several large icebergs and field ice and had to run southward for 46 hours to clear them.

Dan Foster, a noted Warren shipbuilder, launched his 801-ton ship *Sowamset* in 1855. It went to a number of southern ports and to

Europe several times before stopping at Charleston in 1860. It is believed to be the last Warren vessel to visit that port.

Savannah, Georgia

The first Warren vessel to visit Savannah was the 337-ton ship *Gratitude*, built in 1827. In December of that year it sailed for Savannah under John T. Child. Little is known about its cargo, but evidently it was a deep-water ship. In June 1829, it was to sail for Liverpool and in May 1831 it arrived at New Orleans from Lisbon. Coomer, in 1887, said that the vessel, which belonged to Shubael Child and others, was among the earliest engaged in the general freighting business.

Mary R. Barney, which made frequent voyages to Cuba, stopped in Savannah only twice: once in November 1856, when it was chartered for Matanzas, and again on December 28, 1857, when it was again chartered for Cuba.

Key West, Florida

Any vessel sailing to Florida's panhandle ports, Alabama, Louisiana or Texas had to round the southern part of Florida.

Key West was part of a string of islands, reefs and low islands that presented a formidable navigation hazard. The place became infamous for its wreckers, men who made a living salvaging wrecks or saving vessels that went aground, usually by accident, but at times under suspicious circumstances.

The 441-ton brig *Providence* made an unscheduled stop here in 1836, when, en route New Orleans, it went ashore on American Key. It was taken off by wreckers and went into Key West, from whence it sailed to New Orleans.

Poacher, a 219-ton bark, en route to Bordeaux from New Orleans, stopped at Key West in February 1839. On October 27, 1840, a Havana communiqué, as reported in the November 21, Northern Star, stated that:

The barque Poacher, Capt. Howe, of Warren, RI, sunk on the night of the 27th ult. off Tortugas [probably the Dry Tortugas, at the end of a string of islands west of Key West]. Crew brought here in the schooner Della, just arrived from New Orleans. Was bound to Texas from Sydney, cargo coal.

The experience of schooner *Pequot*, a Warren-Mobile packet boat demonstrates some of the activities of the wreckers. The August 6, 1842 *Northern Star* reported that

The schooner, Pequot, of Warren, from New Orleans to Charleston, went ashore off Key Vacas on the night of the 22nd ult. Cargo was taken out by the wreckers and arrived at Key West on 24th. Schooner was left on the Reef and was sold at Auction by the Captain on the 26th. She was insured.

The following week this item appeared in the *Northern Star* (copied from the *Boston Daily Advertiser* of Thursday).

A letter, from Key West, of July 27, has the following notice of the wreck of the schooner Pequot, of Warren, RI before reported. Schooner P., Phinney, was wrecked a few days ago on the reef under very suspicious circumstances. She was from New Orleans for Charleston, cargo beef, pork, oats, tobacco, etc. She stopped several days and when she sailed, two vessels followed her. They returned on the 24th with her cargo, having wrecked her in due form. It appears to have been publicly talked about here and her being wrecked astonished no one.

The case was to be settled by arbitration, and on November 19, *Pequot* sailed for Key West and Mobile.

The September 17, 1842 edition of the local newspaper informed the public that the

vessel had been got off Florida Reef and was at Key West on the 23rd ult. On October 18, according to Bristol documents, *Pequot* was surrendered at Key West.

A premature death knell was sounded for *Apollo* in Key West. The February 26, 1848 edition of the *Northern Star* reported that:

Key West correspondent of the Charleston Courier, dated 29th ult., states in relation to ship Apollo, of Warren, from New Orleans to London, before reported, that she was discharging by order of a survey, as she appeared to be much strained and would have to be hove out. She leaked in the harbor at 1,200 strokes per hour. It is supposed that part of the cargo is insured... Key West accounts to the 3rd state that it is supposed the Apollo cannot be rendered sea-worthy. Name of the captain is Prottean. Capt Howe left the ship at New Orleans. 'However, her cargo was discharged, and on March 2, it was ready to leave for London.'

Lycoming, a 202-ton brig, built in Medford, MA, in 1832, was registered in Warren in 1846, and in less than two years had more than its share of misfortunes, experiencing several storms.

In November 1846, five miles off Cape Hatteras Shoals, *Lycoming* fell in with and took in tow the wreck of a schooner, and carried it as far as Cape Look Out, when the wind shifted, and, with seas running high, the hawser parted and it was found "not prudent to board her again..." Two months later, the vessel was driven south by a southeast gale and it "shipped a sea which started deck load, stove monkey rail fore and aft, and split the main sail. Suffered much in sails and rigging during the passage." At the end of April 1847, it again sailed into the teeth of a storm, a "severe gale from the 26th to the 29th, and it 'shipped a heavy sea, stove bulwarks, plank shear, broke

stanchions, and caused the vessel to leak badly, split sails, and did other damage." It put in for repairs.

Returning from Belize, bound for Boston, in February 1848, *Lycoming* had been north of Cape Hatteras, but was "blown off" four times. It encountered severe gales of wind but experienced no material damage. Finally, the November 4, 1848 *Northern Star* reported:

October 21 arrived at Key West from Cienfuegos, to Philadelphia, with a cargo of sugar. Came in with the loss of all her topmasts, spars, rigging, sails, etc. Stove bulwarks, decks swept of everything and leaking badly. She is now discharging cargo and will probably be condemned.

The December 2 newspaper reported that the vessel was condemned at Key West and ordered to be sold on the 25th.

Apalachicola, Florida

Six visits were made to Apalachicola by Warren vessels and four by Providence vessels, three of those in the same year. In its fourth run, on January 31,1851, it was wrecked on a reef (as discussed under "packet boats.")

The 470-ton ship *Elizabeth* was completed at Bath, Maine, in November 1851. Described as a well built vessel and a beautiful model, it cleared at Bath for Apalachicola in December, but before long it went ashore on Ram Island, was gotten off and returned to Bath for repairs. "The ship did not bilge but was slightly hogged [the keel was arched up in the middle]."

By February 4, 1852, her repairs completed, she sailed south. The next account of the vessel is a declaration of its loss in the May 1,1852 edition of the *Northern Star*. The newspaper informed the public that "... a telegraph received Thursday from Apalachicola

said ship *Elizabeth* was a total loss. Of its cargo, 1,350 bales of cotton, 500 were said to have been saved, uninsured."

The following week, the newspaper stated:

The Elizabeth was ashore on the northeast passage of Apalachicola bar, had nearly broken up on the 26th ult, and will prove a total loss, but sails, rigging, etc., will be saved. 622 bales of cotton were to be forwarded to Providence in the bark Mary R Barney.

As reported in the May 22 Northern Star, the Elizabeth was proceeding to sea in charge of a pilot when, on the bar, the ship broached to and became unmanageable. The pilot, in attempting to back and fill her out, got her ashore on the east bank, when, blowing a gale, she wore round and bilged. The final account of the Elizabeth, in the June 5 newspaper, quoted the Boston Advertiser which said that:

...the ship was not nearly as badly injured as had been stated. The underwriter's agent contacted Messrs. Jones and Johnson of New York to get the ship off immediately and take her to Pensacola, where it was to be repaired at the government dock.

As Mark Twain would have said, the notice of her death was greatly exaggerated.

Pensacola, Florida

Pensacola was visited by several Warren vessels, but nothing is known of their activities. The *Cobosee Contee* was there in later 1831, the *Fornax* in 1853 and the *Grace Darling* in 1860.

Mobile, Alabama and New Orleans, Louisiana

It is difficult to connect any vessel with any one port as Warren vessels stopped at a

number of southern ports, as well as West Indian and European harbors. This is especially true for the principal cotton exporters —Mobile and New Orleans, along the Gulf of Mexico. Some Warren vessels brought cotton back to Rhode Island, some traded with the West Indies from the South, but many were deepwater vessels, transporting cotton to Europe.

Mobile was visited about two dozen times between 1836 and 1860. The first recorded stop there was by the 41-ton sloop *Bridgewater*. Usually it traveled to closer destinations, in New England and New York, but it was advertised for sale at Mobile on April 13, 1836.

Eclipse, another relatively small vessel, a 49-ton sloop, which, according to George H. Coomer, in 1887, "was known for its voyages to the Chesapeake and Hudson" made only one trip to the Deep South. In early 1836, it returned from Mobile under Ambrose Barnaby with cotton, iron, and rum for himself.

William T. Wheaton, a 438-ton bark, built in Warren in 1844, was a deep-water vessel. It was at Mobile in the year it was built, and made six trips overall then and 1850. In addition to loading in the cotton ports it also went to other United States ports, including Boston, New York and Baltimore.

Its European destinations were Cowes, Liverpool and London, England, Bremen, Germany, Le Havre, France, Trieste, at the end of the Adriatic Sea, and Constantinople, Turkey, at the far end of the Mediterranean. On its last voyage, from Trieste, it made Gibraltar in 20 days then took another 50 days to attain New York. (Compare this to a Navy cruiser, about 100 years later, which made the same crossing in 10 days.) After the vessel to Warren it was sold to a company in New London for a whaler. Five years later, the May 5, 1855 *Northern Star* reported that:

The whaling bark William T. Wheaton of New London, was totally lost on the night of the 29th of March, 60 miles south of San Francisco. The crew was saved with nothing but what they stood in.

Daniel Foster, one of Warren's premier shipbuilders, built two large ships, the *Mary Bradford* and the *Sowamset*, almost identical in dimensions, about 800 tons burthen and about 150 feet long and 35 feet wide, in his yard during the mid-1850s. Both "jumped" right into the cotton trade, at both Mobile and New Orleans, and also became outstanding long distance voyagers.

Mary Bradford, launched in early November 1854, was intended for the freighting business under John B. Thompson. A few weeks after its launching it went out into the world, clearing Warren on December 1, for Mobile. The vessel pursued a very active life, sailing all over the world for at least 10 years. Its stay at Mobile from December 24, 1854 to January 19, 1855 was its first and last visit there. It was also at New Orleans once, in early 1856. This was the vessel's last trip to the Deep South, but it continued to ply between Boston, New York and Baltimore on the United States East Coast and distant places. In Europe it did business at London and Portsmouth. England, Le Havre and Bordeaux, France, Queenstown, Ireland, and Rotterdam in the Netherlands.

In 1859 Mary Bradford was at Jarvis Island, discharging, and left for Baker Island. Both these islands are in the central Pacific, south of the Hawaiian Islands. Here, probably, the ship was to take on a cargo of guano for New York. In the next year the vessel was in Europe, and in 1861 took on a cargo at London

for Melbourne, Australia. It went there, and to Newcastle, New South Wales, Guam and Batavia and Sourabaya in the Dutch East Indies before returning to Holland. In 1863, the vessel was back in the Far East, stopping at Hong Kong, Singapore, and Melbourne, Wallarou and Adelaide, Australia.

Sowamset, according to the The Rhode Island Telegraph of November 28, 1855, was:

The most heavily timbered vessel ever built here and a model of the 'full class' (clipper ship), was launched about December 10, and on the 20th, sailed for Mobile.

It was more active in the cotton trade than the *Mary Bradford*. On March 11, 1856, it cleared Mobile for Le Havre with 2,113 bales of cotton. At Cardiff, Wales, it loaded 1,193 tons of coal. While at Bristol, England, according to the July 19, 1856 *The Rhode Island Telegraph:*

Capt. Silas P. Martin met with a severe accident on 15 June while Sowamset was lying at Bristol, England. He fell from between decks into a hold, through the ore hatch, severely bruising is legs, and rendering him unconscious for some hours. After lying for several days almost motionless, he recovered sufficiently to write his owners here, and direct the ship business from a chair.

Martin recovered and took his ship to Malta, then to New Orleans, and made more runs between Mobile and New Orleans and European ports on the Atlantic side. In July 1868, *Sowamset* sailed to Aden, then, in 1861, visited Montevideo, Uruguay.

According to Warren historian Virginia Baker, "It was a good carrier but financially unsuccessful." In 1861 it began carrying guano from the Chinca Islands to Holland. It realized a good profit, but prices later fell and Captain Johnson resigned his command. His successor was Capt. Seth Ledieu, who made two trips, one to Trieste, one from Cardiff, Wales, to Montevideo. The trip was unsuccessful and Capt. Johnson was sent to Montevideo, but the ship had sailed. The owner issued instructions to U.S. consuls to seize the ship wherever found and, subsequently, she was taken into the possession of by consul at Valparaiso. Five thousand dollars was paid for the consul's charges. Capt. Johnson then took the ship to Baltimore, where she sold for \$12,000 in gold.

The Mary R. Barney was the last Warren vessel to visit Mobile. On January 14, 1860 it sailed from there with 644 bales of cotton, which were delivered to Providence.

The first Warren vessel to go to New Orleans was the 283-ton brig *Blossom*, built in Warren in 1826. It left for New Orleans on April 14. The next account has it returning from Gothenburg, Sweden. On December 12, it sailed again for New Orleans. In 1829, it went to Antwerp, Belgium, then to Stockholm, Sweden, then, according to the *Northern Star*"

On its return trip to New York was abandoned on September 8 in latitude 48, longitude 47, being in a sinking state. The crew was taken to Hull.

George H. Coomer, in a January 23, 1887 article in the *Providence Sunday Journal*, wrote:

The loss of the brig Blossom, under Capt. William Carr, occurred while it was homeward bound from Cronstadt. It struck a rock in the Danish sound, continued on past the Naze of Norway, then suddenly discovered that it was sinking. The vessel was abandoned and picked up by a passing vessel.

Pacific, a 97-ton schooner built in Swansea in 1837 went to New Orleans as a packet in 1840. In 1841 and 1845 it sailed to New Orleans from Cuban ports, and in 1847, sailed to New Orleans twice, once from Tampico, Mexico, once from Laguna. Ship *Denmark*, 512 tons, was at New Orleans in 1848 and in 1855, each time going from there to England.

In 1855, the Warren shipbuilding firm of Chace & Davis built a relatively large vessel, the 509-ton bark *Wanderer*, a deep-water voyager, but short lived, as it turned out.

It sailed on November 8, arriving at New Orleans 14 days later. On November 28, the vessel was there, then went to Providence, to Boston, and to Denmark and Norway. Its 30 day return trip to the United States from Norway to Boston, is "said to have been one of the quickest passages ever made." It went on to Havana, to New Orleans again, Boston and Buenos Aires, sailing for the latter port from Boston on March 3, 1858.

In July and August, the *Warren Telegraph* informed the public of *Pacific's* happenings. The July 31 newspaper carried the longest account:

Painful Report. On Wednesday a telegram was received here announcing the loss of the bark Wanderer, of this port, with all hands except Captain Collins and one man. A letter from Monte Video was received at New York, on the outside of which this statement was made. A letter dated May 27th from Captain Collins himself to the house in Monte Video doing the vessel's business, reported her ashore at Maldonada and discharging cargo on the beach. This letter was sent to New York and has been seen by one of our townsmen who is an owner of the Wanderer. It does not seem supposable that Capt. Collins would have failed to allude to the loss of life if it had occurred, especially as his nephew was the second officer. It may be that a second disaster overtook the vessel with the fatal result endorsed on the letter first named, but it is at least quite possible that the report of the loss of life was an exaggeration of the mishap stated by Capt. Collins. Pending definite

intelligence, much anxiety will be felt by the numerous friends of Mr. Henry Collins, the second officer, who is the son of Capt. Haile Collins, and has a family here.

A more succinct account in the August 21 newspaper said, "Three seamen and the cook's wife were drowned when she went ashore at Maldonado."



George Gale's maritime art depicts day-to-day life for a sailor.

Finally, on August 28:

The Wanderer was gotten off shore at Maldonado by Brazilian war steamer. It had nothing but the lower masts standing. The lower hold was full of lumber in a damaged state. Vessel and cargo sold at Maldonado for 9,000 Spanish nwtt, so reported.

Alma was another large vessel constructed during the mid-1850s, this one from the yard of Chace Smith, & Company in nearby Somerset, MA.

The 642-ton bark frequented two southern ports — Charleston and New Orleans, and went back and forth between them and Europe.

The vessel was at New Orleans in 1856, 1857, and 1859.

In 1860, it made its final trip to Europe, to Baltimore and to Le Havre. The last report on *Alma* has it at Tome, Chile, en route San Francisco, on December 5, 1860.

Mary R. Barney, in addition to visits to other southern ports, was at New Orleans twice in 1857. The 660-ton ship Caroline Read, built in Swansea in 1848 and registered in Providence, came to Warren in 1859. It was in New Orleans in October of that year. On August 13, 1860 it cleared New York and for the next few years sailed the Pacific. In 1861 it went to California and Washington, then stopped at Sydney, New South Wales, before returning to the United States.

The last Warren vessel at New Orleans was the 149-ton schooner *Grace Darling*. It came to Warren in 1855, then for several years made voyages to New London, New York and New Jersey, mostly transporting general merchandise, railroad ties, ship timber, spars and planks. In 1859, it brought molasses and sugar back from Demerara,

British Guiana, and in 1860 operated in the Gulf of Mexico, stopping at New Orleans, Galveston, and Pensacola.

The November 24 *Warren Times* reported that the schooner *Grace Darling*, Capt. Joseph Mason, sailed from Galveston on September 22 in ballast, bound to Pensacola. As late as November 4 (43 days later) it had not reached its destination, perhaps sunk in a hurricane in the Gulf on October 3. It was owned by John T. Child and others in Warren.

The beginning of the Civil War brought a sudden end to the cotton trade.

Ships and Shipbuilding

The insular, and peninsular, nature of Narragansett Bay communities, dictated that the building of vessels would be one of the first industries attempted by settlers.

As early as 1638 or 39, at Portsmouth, which was founded in that year, a "workman" was building a "bote." After King Philip's War (1675-76), the heavily wooded lands east and south of Rehoboth, in the present towns of Somerset and Bristol, were opened for lumbering. By the end of the century, according to Edward Field (1902), "shipbuilding had become an important business at Newport and was being carried on at Warren, Bristol, Providence, Warwick and other coastal communities."

Half a century before the Revolution, Rhode Island earned a reputation as a builder of shoal-draft sloops and schooners from 20-60 tons, for trading voyages to the southern colonies. These vessels were built for Colonial ship owners and British merchants.

The 60-ton sloop *Swordfish* built in Warren in 1769 was the first vessel ever constructed here. According to data from custom house records for Bristol, Newport and Providence, or as reported in newspapers or other documents, during the next 100 years about 195 more vessels were sent down the ways into the Warren River.

Between 1771 and 1774, the years immediately preceding the Revolutionary War, nine vessels were launched, including a 100-ton brigantine, the largest vessel built in



COURTESY OF CONSTANCE FALCONER

This oil painting by Calvin Thurber, dated September 1857, is of the Barneyville Shipyard and shows two vessels being constructed, probably the Western Queen and her 1,060-ton sister ship. The ship on the left has just been "raised," while the ship on the right is nearing the top strake. The house across the river belonged to the Barney family and was on land now belonging to the Swansea Golf Course. Vestiges of the shipyard can still be seen from the Myles Bridge.

Warren until 1790.

During the early years of the war, from 1775-1779, only six vessels were built, including three in 1776 and none in 1777 and 1778. The year 1780, generally, marked a beginning

of a new era in shipbuilding, with four vessels completed; one was the first ship, the 280-ton *Warren*. During 1781, six craft went into the water. Six vessels were launched in 1783 and seven each in 1784 and 1785.

The decade of the 1790s was the peak decade for Warren shipbuilding when 61 vessels were constructed, including several ships beginning with the 341-ton *Anne Catherine* in 1790. Eight vessels were built in 1792, one the 429-ton ship *Mary*. In 1793 and 1795, 10 ships went down the ways in each year, including the 562-ton ship *Elizabeth* in 1793.

The largest vessel was the frigate *General Greene*. Built on contract by Benjamin Tallman and James De Wolf, it is said to have carried 28 guns. The vessel was 123 feet 3 inches long on the gun deck, had a 34 feet 8 inch beam, and a depth of 17 feet 4 inches in the hold. Its armament consisted of two dozen 12-pounders and half six 6's. It was launched January 21, 1799, and initially saw some service in the Caribbean. While at the Washington Navy Yard, it was burned by the Americans on August 24, 1814 to avoid capture when the city was taken by the British.

In the August 15, 1873 issue of the *Warren Gazette*, editor George Coomer, reminisced about the launching ceremony, at which his grandfather was present. Coomer, who usually wrote in what we would consider today an "affected" style, had a deep interest in Warren's maritime history.

We see it stated that when a boy, Oliver H. Perry, afterwards the victor on Lake Erie, sailed in the General Greene, a thirty-two ton frigate, and six hundred and forty-five tons, built at this port in 1798.

The fact recalls what we used to hear our grandfather say about the launching of this ship. Great was the interest manifested in all this activity when it was known that the General Greene was soon to be run off the 'ways.' On the morning of the event, carriages began to come into town from Bristol, Providence, Swansea and all other towns

within twenty miles.

A ship of six hundred tons was a famous sight, but the additional fact that she was a vessel of war, lent still more powerful fascination to the scene. Raymond Perry, father of the future commodore, was to command her. He was present in his navy bands and buttons, and everything was performed in man of war style.

Almost everybody was drunk — men who had never before been the worse for liquor were silly enough that day. As the order was given to knock away the last of the blocks men and women stood on tiptoe to see the great ship go off. They held up their little ones, as we have heard our father, then eight years old, many a time relate, that they too might behold the exciting spectacle.

It was a fine launch. Three cheers were given as the noble frigate slid majestically into the water, and they all felt that they had witnessed a sight which a whole lifetime would not make stale in the relation.

The General Greene, however, never became a celebrated ship, and she was one of the vessels some years afterwards sold by order of Jefferson's Secretary of War.

Up to then, all the ships, seven in number, were sold to parties outside Warren. In 1799, the 125-ton ship *Hercules* was built and registered in Warren. There is no record of its activities in newspapers, custom house records or other documents. Virginia Baker said that it was a sloop of 90 tons which was rigged for a ship because her mast and mainsail were considered too heavy for her. In 1887, Coomer said that Capt. Jesse Baker changed it from a sloop and made it three masted.

In the 18th century, during the 30-year span from 1769 to 1799, 119 vessels were launched in Warren. From 1800 to 1869, another 76 were built here. The pace of construction was generally slow.

From 1800 until 1849, the greatest number of vessels built in any one year was

three, and that figure was attained only twice. Most years only one or two were constructed, and for six years in the 1820s and for seven years in the 1830s, none were built.

Beginning in 1841, however, the construction of relatively large vessels began. The 718-ton ship *Aberdeen*, launched in 1847, was the largest built to date. Sturges, Clearman and Co. of New York bought the vessel, which was described as a "fast sailing ship" and was said to have established a record from Mobile to New York. *Aberdeen* left New York in 1852 with a valuable cargo of provisions, breadstuffs, etc. In January 1853, entering the harbor of San Francisco, it was run into by a French ship, bilged and sank. Valued at \$45,000, it was a total loss.

Nineteen vessels were built in the 1840s and 20 during the decade of the 1850s. The period from 1847 to 1857 was the peak period for ship construction in the United States. By that time, the clipper ship had become established as the most popular vessel; its use came in conjunction with two other events in our history — the California gold rush, a short lived but frenetic activity and the more enduring cotton trade, which spanned several decades. In Warren, during this period, shipbuilding was very active under the firms of Chace & Davis and Daniel Foster. Information on Philip Chace is derived from a recollection of his life published in the April 12, 1878 Warren Gazette:

... His father, Thorndike Chace, was lost at sea, and never heard from, leaving a widow of great energy, but nothing else, except two infant children, Philip and Thorndike. Philip worked in various capacities as a chore boy and on farms, until 1825, at the age 18, when he entered Mason Barney's shipyard in Swansea, under the instructions of the fore-

man, his uncle, Welcome Johnson. Young Chace made rapid progress. Johnson was a consummate mechanic, but deficient in scientific knowledge. The art of shipbuilding was then unknown as it was afterwards and could not be learned in Barney's yard as it was subsequently learned by young Chace.

After serving in Barney's yard in every capacity for ten years, he took the responsible position of foreman. At that early age, what he lacked in experience and judgment was more than compensated by energy. After serving in the capacity of foreman from 1835-1840, he and the writer commenced shipbuilding in Warren under the firm name of Chace & Davis. The firm dissolved with a competence in 1858 after running sixteen years. It would have been good for him had he stopped then (there was no money in it afterward). . .

According to Philip Davis himself, more than 50 ships were built by the firm of Chace & Davis, many of them large class, the largest 1,500 tons. Among the hundreds of apprentices that served in their yard was Daniel Foster, who left as a finished workman and commenced shipbuilding by himself and built some fine ships, one, of 1600 tons, the largest built in Rhode Island; however, financially, Foster was a failure.

The 1850s were the most active 19th century shipbuilding decade in Warren. Large ships went down the ways in the 1850s, beginning with the 888-ton *Owego* in 1851.

The town's two major shipbuilders, Chace & Davis and Daniel Foster, constructed the two largest ships ever built here, *Lookout* and *Pride of the Ocean*, in two successive years, which earned high praise from the local newspaper, the *Northern Star*. The October 8, 1853 issue of the paper reported as follows:

THE NEW CLIPPER SHIP LOOK OUT. The superior built clipper ship LOOK OUT, about 1,500 tons burthen, carpenters measure,

(the largest ship ever built in Rhode Island), was launched in this town on Wednesday last. from the ship yard of Messrs, Chace & Davis, her enterprising builders. She is built of the best materials, and in the most faithful manner, strongly square fastened throughout, and excels in beauty and finish any ship heretofore built by them, if not any ship ever built in Rhode Island. Her length on deck is 205 feet, breadth of beam 38 feet, depth of hold 22 feet. She is calculated to be a very fast sailer, a good sea boat and turn out her cargo in first rate order. Is thoroughly fitted with every thing wanted by clipper ships; has ventilators, scuppers and side ports; and is well seasoned with salt. - Her bow is handsomely ornamented with a beautiful image, on the "Lookout." She has a forward house for the crew, a cookhouse, and two cabins aft. Her cabin work was done by Mr. Hiram Crowell, and is finished in a superior style; in fact it is intended that she shall be thoroughly fitted and finished with every convenience that could well be desired. The LOOK OUT is the first of the large class of vessels ever built by Messrs. Chace & Davis, and the first ever built in this State, and it is not vain boasting to say that she will favorably compare with ships of her class built in New York or Boston. The LOOK OUT will be in New York in a few weeks when ship masters and others interested in commerce can have an opportunity to inspect her.

The LOOK OUT is owned by Messrs. E. Bulkley & Sons, of New York. She is intended for the California or Australian trade, but it is expected that she will make one voyage to Europe, before taking her place in line. Capt. John G. Joyce, of this town, an experienced ship master, is to command her.

The account of the construction of the *Pride of the Ocean,* in a 1850s newspaper, was far more detailed:

The Pride of the Ocean. This was the largest ship ever constructed in Rhode Island, and was launched in this town Dec. 3, 1853. She

was built by Mr. Daniel Foster. Her length of deck was one hundred and ninety-six feet. breadth of beam forty-two feet, and depth of hold twenty-four feet (including eight feet and nine inches between decks). Her government measurement was sixteen hundred tons. Her cordage was furnished by Messrs. Wheaton & Baker; her cabin furnished by Mr. Hiram Crowell; and her fastenings and ironwork done by Nathan Corey; all these gentlemen being residents of Warren. It was a fine launching; but when the great ship, impelled by her own weight, went rushing stern foremost out into the harbor, it was found that the lines attached were not strong enough to hold her. One after another they parted, and away she went straight across the river. striking heavily upon the Barrington shore. As this happened at high tide, the task of getting her off was not an easy one, and the accident proved no small drawback to Mr. Foster, who was responsible until the vessel should be delivered to her owners. He was universally acknowledged as a master of his trade, and could point to this huge ship as a work giving him rank among the noblest marine architects of this country.

Additional information was provided by the December 3, 1853 *Northern Star.*

The frame, keel and keelsons are of white oak. Live oak inner post, knight heads and apron. Keel 2 feet, 5 inches, floor timbers, sided 14 inches and moulded 19 inches; main keelson 4 feet deep, making a backbone of 8 feet. The floor timbers are fastened with 1 3/8 inch copper bolts through the keel and riveted; the keelson, midships, fastened with 1 3/8 inch bolts of Lomore iron, through the floor timbers and keel, and is three tiers deep, and each 16 inches square; her sister keelsons are 18 by 15 inches square. Deck frames yellow pine with white oak and haemayac knees. Lower deck beams 16 inches square, upper deck 11 by 15 inches. Six breast hooks forward and five aft. in lower hold, and three forward and three aft below decks. Stanchions between decks

secured by iron bolts through upper deck beams and stanchions and lower deck beams and set up with nuts and screws. Stanchions in hold secured in keelson and lower deck beams with knees, in a secure manner. Two garboard strakes 8 and six inches thick bolted with copper through the keel and floor timbers.

Outside plank 4 1/2 inches thick, and yellow pine up to 13 feet, with 6-inch white oak wales to the plank sheers, which are 6-inch white oak. Pin rail and main rail each 6-inch white oak. Ceiling on bilge, 8 strakes 12 by 14 inches, and then reduced to 8 inches to the lower deck beams.

The between deck waterways are 16 inches square, with two strakes above, 12 by 13 inches, and one inside strake 10 by 14 inches; the whole bolted vertically and

horizontally. The ceiling above is 6 inches thick. All the work between decks is scarfed. The hanging knees between decks are sided 10 inches and are 24 inches in the throat each fastened with 22 bolts of 1-inch iron. Lower decks of hard pine plank while white pine plank with white pin waterways, with two thick strakes inside, mortised over the beams and bolted through the beams and through the waterways. She is trenailed with locust through and through and square fastened throughout and butt and bilge bolted with copper. She has easy ends both fore and aft, and has a round stern. She has a hardwood cabin, finished in the best style by Mr. Hiram Crowell.

Her lower masts are - fore mast 85 feet, main mast 90 feet, mizzenmast 80 -feet long.



COURTESY-GEORGE HAIL LIBRARY

The 853-ton Coloma built in 1869 by James J. Cady in his yard at the foot of Washington Street was the last large sailing vessel built in Warren. She sailed off the Pacific coast and on December 7, 1906 was abandoned at sea off Cape Beales, British Columbia.

Her shrouds are 11 inch 4 stranded rope, and with the cordage generally is furnished by Messrs. Wheatons & Baker, of this town. The fastenings and ironwork have been done by Mr. Nathan Carey. Her sails are made from Lawrence duck, and one suit will cover 10,500 yards of canvas. She will be provided with all the modern improvement in pumps and ventilators, cabin stoppers and steering apparatus, capstans and windlass. She is intended for the general freighting business.

The Civil War did not end shipbuilding in Warren. Six vessels were built from 1861 to 1864, including two large barks, the 822-ton *Aureola* and the *A-One*, 899 tons burthen. In 1869, the bark *Coloma* was built by James J.

Cady in the yard at the foot of Washington Street. It was included in a list of U.S. merchant vessels in 1897.

A year after the Civil War ended an article entitled "Mercantile Marine" in the June 9, 1866 Warren Gazette bemoaned the decline of the shipbuilding industry:

At the present time the labor required for constructing vessels is in such demand, and the wages obtained so large, the price of iron, cordage, sail cloth and all the material employed in this branch of National Industry so high, that few are upon the stocks.

A few years since a large part of a vessel so far as wood or timber was concerned with the exception of the frame, was obtained in the south, of what is known as Southern Pine, and it has been very difficult to get a substitute, not but that as good timber could be procured, but

that timber of as great length could not be found.

While in certain sections the business of shipbuilding has been very prosperous, yet as a general thing it has been depressed during the continuance of the rebellion, for where the demand is in the hands of a single contractor, the Government, and that one wanting but a small number in comparison with the united country, it can be but apparent, that the mass of ship builders would be wanting for employment, while the few have profitable contracts and remunerative jobs. We think the time is coming when this branch of business will be as profitable as any other and that the present is a good time to prepare for the construction of vessels of the smaller class, say from two

hundred to three hundred tons. No place, within our knowledge, presents more favorable inducements for such business than Warren, and we have workmen who are sought for in other places, men in every way qualified to carry on the business; we cannot see any good reason why shipbuilding should not be made a more prominent part of our industrial occupations.

These words rang true for Warren builders, for no more large vessels were ever constructed here.

The new era in Warren boat building began in 1879. The *Warren Gazette* of July 25 announced the launching of the *Glimpse*, a new pleasure boat. Thereafter, most of the craft built in Warren were pleasure boats, sailboats, yachts, motorboats, and dinghies. But a few "serious" or work vessels were still built, several during World War II and more by Luther Blount beginning in 1949.

Warren street directories listed "boat builders" in most years.

For example, in 1910, George H. Corvo of 121 Water Street (old numbering system), also an oyster dealer, was listed, while "Davis Bros." (Albert C. Davis, prop.), at the end of Maple Street were yacht designers and builders.

The Anchorage

In 1961, a cruising book, *Block Island to Nantucket*, described The Anchorage, Inc., at the foot of Miller Street as "the best known manufacturer of sailing dinghies in the United States." Originally they were wooden lapstrake models but in 1950 a change was made to fiberglass — a composite material comprised of glass fibers embedded in resin. The company manufactured fiberglass Dyer Dinks, Dyer Dhows and Dyersin under the direction of William J. (Bill) Dyer.

During World War II, Dyer built ninefoot plywood dinghies to be used as lifeboats for PT boats in the North Atlantic. Near the end of the war, Dyer built three 40-foot fiberglass boats for the Army Corps of Engineers and the Coast Guard.

The firm also built 29- and 40-foot Dyers, called Offshore Sportfisherman. By 1996, hull #36 of the 40-foot class was finished, and 316 of the 29-foot models had been completed. In addition, by this year, Dyer had manufactured 25-26,000 dinghies.

The Anchorage, Inc., which came to Warren in 1930, was founded in Providence some 65 years earlier. In 1931, the company built the first American "Frostbite" dinghy and in 1934 introduced the Class D Dyer Dink

which, before long, became the largest dinghy class in the country.

During World War II. the Warren Boat Yard. Inc., managed by Ernest Alder, built two 97-foot long coastal minesweepers, Heroic and Ideal. in 1942, and in the next year constructed two 103-foot long coastal transports

(APc11 and APc12), that were allocated to the United Kingdom.

A letter from the British Liaison Officer for the First Naval District in Boston, cited Alder's work as "quite outstanding in all respects." Reportedly, during World War II, this yard was the first in the United States to employ women.

Blount Industries

Down the street from the Anchorage is Blount Industries, founded by Luther Blount. He launched his first vessel, *Rhodoyster, Jr.*, a catamaran which was used to move large piles of decaying clam shells out of "odor range," in April 1949.



The Blount Yard at the south end of Water Street, as it looked in 1972, on this postcard made from a photograph by D.A. Gunning of North Providence. A dinner cruise boat is pictured nearly finished in the foreground. The upper left is Jannitto Park and the stand of trees is now a small group of houses on Long Wharf Drive.



WALTER NEBIKER

The Viking built by Blount Industries, takes passengers through the Cape Cod Canal.

This Blount pioneer vessel was sold a week later to a shellfish company on Martha's Vineyard. The first "official" Blount vessel built on order, also a catamaran, was the 60-ton William H. Bennett, built for a Buffalo N.Y. fuel company for use as an oil bunkering tanker. The Ceres, finished in 1952, has been called "one of the strangest-looking craft built at the Warren shipyard." Built for use as a

floating grain elevator, only the second of its kind built in this country in the 20th century and the world's largest tubular vessel at that time, it never was used for its intended purpose, but was employed as an offshore oil exploring vessel instead. (There was an 82-ton sloop Ceres built in Warren in 1790.)

Many of Blount's boats were designed to carry passengers as excursion boats, while some, fewer in number, carried both passengers and motor vehicles. Anyone who has traveled extensively has probably been on one of Blount's boats. One of the best known is Miss Liberty.

which plies between lower Manhattan Island in New York City and Bedloe's Island.

Among a number of tankers constructed here was the Lena Dura, which carried crude oil across the Straits of Magellan at the extreme southern end of South America. Other types of vessels built here include tugboats, utility boats (for example,



WALTER NEBIKER

The 193-foot Spirit of Boston entering the water in March 1990. It is said to have been "the first 'megayacht' dinner/ excursion ship ever built in the United States." It was built to carry 600 passengers and a crew of one was used as a pilot boat), oil rig tenders, various fishing boats (i.e. party fishing, lobster boats, oyster boats) and survey boats. Luther Blount's resourcefulness was demonstrated in 1993 when he built the Blackstone Valley Explorer. Intended for use on the shallow Blackstone River, the 33-foot vessel, capable of carrying 49 passengers, was designed to draw only seven inches of water.

The Jeanne Christine, a 104-foot steel ovster dredge with a capacity of 6,000 bushels of oysters, launched in December 1996, is the largest oyster boat ever built in the United States. Only two years earlier, on April 16, 1964, a special supplement of the Warren Times-Gazette was published to commemorate the launching of Blount's 100th vessel. The Jeanne Christine was the 295th Blount boat to go into the Warren River!

Barney Shipyard

At Little Island in Warren, the Palmer River meets the Barrington River, and they join together as the Warren River which runs a short distance to Narragansett Bay. Follow the Palmer River to the north, under the highway bridge and the former railroad bridge, now part of the East Bay Bike Path, and beyond this the "river" loses its character as a river when it widens into a wide bay, or cove, before constricting again. At this point, in the town of Swansea, along the west bank of the river, just below a bridge known since the 17th century as Myles' Bridge (for the old Baptist minister), is a 20th century house occupying the site of what was once a shipyard, traces of which still remain in what became Barneyville.

And what is this place doing in a Warren history? Aside from the fact that Warren was part of Swansea from 1677 to 1747, the vessels built in Barneyville are inextricably tied to Warren's history.

After their launching at the Barney Shipyard, most were outfitted in Warren, profiting rope makers, sail makers, cordwainers, ship wrights and other artisans, and generally contributing to Warren's prosperity during the "golden" age of sail.

Many of these vessels were purchased by Warren people, including the 29-ton sloop *Rambler*; built in Barneyville in 1805, and the 1024-ton *Western Queen* and a sister ship, the last vessels built at that yard, in 1858.

Exactly 100 years before that last launching, Jonathan Barney, was born in Rehoboth. Jonathan, who married a Warren woman in 1781, was the founder of the shippyard. He is listed in historical records as a shipbuilder of small vessels and "undoubtedly built a number of them during the last two decades of the nineteenth century."

In 1801, Jonathan moved to New York, leaving his 19-year old son, Mason, to carry on building vessels. While it is probable that Mason's first vessel may have been a 50-ton sloop built in 1802, it is known with certainty that a 200-ton ship was constructed for Col. Samuel Wardwell in 1803.

Around this yard grew a small community comprised of several residences, an iron foundry, a store and a post office that became Barneyville or, more affectionally, "Bungtown" (A bung is a hole through which a cask or barrel is emptied). Mason's house still stands at the corner of Barneyville and Old Providence roads.

Aside from the excitement of the launch, especially when the speed of a vessel going down the ways could not be checked and it plowed into the mud bank on the opposite

shore and had to be extricated by ox power and tackles at the next high tide, there was the voyage down the long channel to Warren. The channel, bounded by shallow mud flats, and known as the "eel tract" was as sinuous as a snake, or eel, hence the name. Large hogsheads called "camels" were attached close together along each side of a large vessel to raise it above the water, decreasing its draft by several inches.



COURTESY-WILLIAM C. BARNEY

This painting of Mason Barney hangs in the Swansea, MA Town Hall. Following in his father's footsteps, Mason Barney (1782-1869) built sailing vessels for nearly 60 years on the west shore of the Palmer River in a hamlet called Barneyville. One of Mason Barney's ships, the 371-ton *Jane*, built in 1824, became a Warren whaler. It left Warren on a whaling voyage to the Northwest coast on July 30, 1843, under Captain Benjamin Eddy. On October 1, 1845 it arrived at Oahu, the Sandwich Islands (now Hawaii), then on October 16th departed for home, but it never arrived, nor was it ever heard from again. By New Year's Day, 1847, both ship and crew had been written off as lost. The insurance on the ship was paid several years later.

Western Queen and her 1060-ton unnamed sister ship were the last, and the largest, of Mason Barney's ships.

The Panic of 1858 caught them on the stocks when the contracting merchants declared bankruptcy. The bulk of Barney's wealth, invested in these two ships, was lost. He built no more ships, and died in 1869.

During his active days as a shipbuilder, Mason Barney completed and sent out into the world 76 vessels.

Privateering

The history of privateering goes back to about the middle of the 17th century. From then until the mid-19th century, the commissioning of private vessels to be allowed to prey on another country's merchant vessels was carried on by the English, French, Dutch and Spanish, and finally by American colonies and states.

Between 1739 and 1748, Rhode Island governors were liberal in granting "letters of marque" — a license authorizing private individuals to seize the property of subjects of other nations.

During the Seven Year War between England and France from 1756-63, Rhode Island granted 80 letters of marque. Seven of the privateers hailed from Warren. They included the sloop *Rhoba*, owned by Martin Luther and Sylvester Child in 1757, which was granted permission on several occasions, to take monies and merchandise belonging to the French king. Rhoba brought back one prize, a sloop owned in San Domingo. The Rhode Island Assembly was petitioned to restore the sloop to its rightful owners, but the results of the appeal are not known. Sloop *Polly* was approved as a commerce raider in 1759 and sloop *Nancy* was given that right in 1763.

More private men of war were authorized during the Revolutionary War; the first vessel, in 1776, being the 56-ton sloop *United States*, owned by nine Warren subscribers, and commanded by Benjamin Pierce. The commissioning document read as follows:

Providence, August 26th 1776 Sir,

We the Subscribers all of Warren in the State of Rhode Island herewith request your honor to grant a Commission or Latter of Marque and Reprisal to Benjamin Pierce Commander of the Sloop United States of which we are owners. She is burthened about Fifty Tons, carries Eight Carriage Guns, Three Pounders, and Eight Swivel guns, manned with Fifty-five men and fitted with a suitable Quantity of Muskets, Blunderbusses, Pistols, Cutlasses, Powder, Ball, and other Military Stores. She hath on board Twenty-four barrels Beef and Pork - Three Thousand Pounds weight of Bread, with some Flour, Rice, Beans, Potatoes, etc. John Johnson is First Lieutenant. Peleg Heath Second Lieutenant, and Wing Master.

We are with great respect Sir, Your honor, most humble servants

Joseph Belcher



This illustration from the Providence Evening Bulletin's 1936 series called "Old Rhode Island Ships," is George Gale's depiction of a privateer in action. Gale was a Bristol resident.

Pierce captured a brigantine from North Carolina bound to Lisbon, but it was released because it was sailing with the permission of the "Provincial Convention of North Carolina" and not employed in any illicit trade.

The 100-ton brigantine *General Warren*, built here in 1774, authorized as a privateer in 1776, carried a crew of 130 and was armed

with 16 carriage guns. Cromel (sic) Child was a partner, along with nine Providence men, in the brigantine *General Gates*, 120 men and 16 carriage guns.

In 1777 Captain Pierce, commander of the *United States* "has taken and sent into a Safe Port to the Southward, a large Jamaicaman, with about 500 hogsheads of sugar, etc.," according to the *Independent* Chronicle of Boston in its July 17th issue.

General Stark, 130 tons, 90 men, was commissioned on April 5, 1778. Virginia Baker said that when the British invaded Warren on May 25, 1778, the vessel was standing on the stocks in Sylvester Child's shipyard and was partially destroyed by the redcoats, but was soon repaired and went to sea.

Weasel was a 20-ton schooner owned by Barrington and Warren men in 1778. A document at the Rhode Island Archives says that it had a crew of 20 and was armed with:

Two Carriage Guns two Pounders and four Swivel guns manned with Thirty Men [An article on the Mauran family, written in 1893, says there was a crew of 20] and fitted with a suitable Quantity of Muskets Blunderbusses Pistols, Cutlasses, Powder Balls and other military Stores. She hath on board Four barrels of Beef and Pork, four Hundred weight of bread, &. John Wheaton is First lieutenant and master of said Schooner.

In 1779, *Weasel* captured a 140-ton brig headed for Newport to deliver provisions to the British army.

Also in 1779, General Stark left on its first cruise, Virginia Baker said that it returned to Rhode Island in September, having captured three prizes,

... one a brig laden with cotton, wool, and redwood, another a ship from Halifax bound for Jamaica with a cargo of fish and spars, the third a vessel loaded with salt, which was then sent to an American port.

On another cruise, she:

Started from Gloucester, Mass., with a crew of 135 men and boys. The vessel quickly took a brig from Limerick and sent it home loaded with beef, pork, and butter, supplies sorely needed by the suffering Americans. Her next prize was the ship Porcupine, which carried 14 guns and, a little later, she captured an English fish brig, supplemented by a sloop bound to



Another from the Evening Bulletin's 1936 series, this is the 33-ton Virgin Queen, which operated out of Newport in 1739-40 with a crew of 36 and sacked, looted and burned a Spanish town.



This ship is typical of the three-masted vessels that brought lumber or other goods to Warren in the 19th century.

Oporto. Next she captured a privateer off the coast of Spain, and later took a cutter after a severe fight. She then secured three brigs in quick succession, and returned to America covered with glory.

Upon another raiding expedition, called her fourth by Virginia Baker:

She was wrecked off the coast of Maine, 19 members of her crew perishing by freezing. The remainder managed to reach a grist mill on the shore, where they were cared for by the miller, who, to keep them alive, marched them round and round in a circle, accelerating their steps and beating them with empty grain bags. Even with this heroic treatment he had to work hard to preserve their vitality.

Evidently the sloop was salvaged for there are accounts of two more cruises. On another

voyage, *General Stark* captured three of the enemy's vessels, but on its last cruise:

When only a week out of her home port, she was taken by the English ship Chatham, carried into Halifax, converted into a packet, and renamed the Antelope. But she rendered the enemy little service as she was shortly afterward wrecked on the Pelew Islands.

Other Warren Revolutionary War privateers included the sloop *Flying Fish* and sloop *Abigail*, which were commissioned in 1779 and the 50-ton sloop *George* and brigantine *General Wayne* in 1780. Although more privateers were commissioned during the "undeclared war with France" from about 1795 to 1800 and during the War of 1812, none were from Warren.

Gold Fever

The discovery of gold in California in January 1848 ignited a desire for riches that swept through the entire country. Several excerpts from Warren's *Northern Star* demonstrate the fever of activity that took place in seaport towns along the Atlantic coast.

On June 16th the *Northern Star* carried this advertisement:

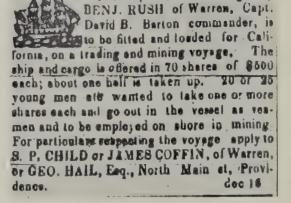
FOR THE GOLD REGIONS. In this town, fever is at its height and many of our young men are preparing to leave in the fall. Vessels already up at this port for San Francisco — Triton, Henry Tuke, Chariot, and Portsmouth.

The December 23, 1848 issue of the *Northern Star*, in an article called "The California Fever" said:

We see no abatement of the 'Gold Fever' in this vicinity. Hundreds are flocking here to find out the terms of passage, etc., the vessels

FOR CALIFORNIA.

The superior fast sailing ship



Interest in the California gold fields was at its peak in late 1848. This advertisement appeared in the Northern Star on December 16 for the Benjamin Rush of Warren.

advertised to sail from this port. Sailors without number have offered to work their passage free of charge to the gold regions.

Yet another article in the local paper, derived from the *Boston Post*, dated January 13, 1849, said that the bark *Oxford* of New Bedford was refinished and made ready for a voyage to "the gold region." It was to be commanded by Suchet Mauran of Warren.

Although having retired from the profession eight years since, interest in the welfare of his sons, three of whom will go with him in this vessel to establish themselves in business in San Francisco, has induced him again to brave the perils of the deep.

Another Warren vessel that got involved in the California gold rush was *Walter*, a 257-ton bark, built in Warren in 1846 and, until 1849, traded with the southern states and Cuba. In February 1849 it was purchased by Providence parties for \$12,500 and registered there on October 17. John G. Joyce of Warren was master and part owner of the bark, which sailed from Providence for San Francisco on November 30, carrying the Rhode Island Hope Mining and Trading Association, 63 in all. Joseph E. Martin of Warren was first mate. It arrived in San Francisco on March 27, 137 days from Providence, and was sold for \$8,000.

As shown in the advertisements from the *Northern Star*, all available vessels were fitted out for the treacherous 14,000 mile, sevenmonth passage around the southern tip of South America—Cape Horn. In all, eight Warren whalers advertised for California, but some never went.

In addition to offering passage, the *Benjamin Rush* (like several other former whaling ships) sold shares of the ship and cargo. It had returned from a whaling voyage

on March 7, 1848 and was advertised for sale at public auction on April 8.

Under the heading, FOR CALIFORNIA, a newspaper ad of December 16, 1848 said that the Benjamin Rush was to be fitted and loaded for a trading and mining voyage. The ship and cargo were offered in 70 shares of \$500 each, and reportedly about one half were taken up by that date.

The sponsors were looking for 20 or 25 young men, to take one or more shares, go out in the vessel as seamen, and be employed on shore in mining. However, *Benjamin Rush* left on a whaling voyage on September 5, 1849, then made several more whaling trips until it was sold in Hawaii in 1860, so it is unlikely that is ever went to California.

Triton, which returned from a whaling voyage to the Pacific Ocean on May 18, 1848, advertised for the gold regions in the June 16 Northern Star. However, the next listing of the Triton, from Bristol documents, said that on March 8, 1849 it was surrendered, condemned and broken up.

Bark *Harvest*, home on May 17, 1849 from the Pacific after its first (and only) Warren-based whaling voyage, was advertised for sale in July, then on August 25, advertised "FOR SAN FRANCISCO AND THE GOLD REGIONS." It was outfitted for the California trip and on that date was half taken up, then changed its hailing port to Providence. It was at San Francisco on October 30, ready to return to Rhode Island.

Along with the *Harvest* ad in the August 25 issue, the *Northern Star* advertised, "For San Francisco, the substantial schooner PACIFIC, 96 tons burthen, is offered for sale for shares, to be fitted for California."

The June 16, 1849 Northern Star stated

that "In this town, fever is at its height and many of our young men are preparing to leave in the fall." Four vessels — *Triton, Henry Tuke, Chariot,* and *Portsmouth* — were already up at the port of Warren.

This issue also carried articles on travel over the Western Plains and a notice from the *Boston Journal*, which said that 299 vessels, embracing 95 ships, 104 barques (sic), 58 brigs and 46 schooners were already on the passage to California, and this is daily being augmented. It further stated that the "withdrawal of so large a fleet from various trades has given impetus to shipbuilding."

Four whalers sailed from Warren for the gold fields during 1849. *Hopewell*, a 413-ton ship built in Philadelphia in 1840 (and registered in Warren in 1844) returned home on April 8, 1848 from the Northwest coast. On December 16, the public was informed that it was bound for California. George Littlefield, its "commander," was said to be well acquainted with the West Coast of America. Freight, and passage in good first and second class accommodations, was available.

The February 3, 1849 *Northern Star* reported that *Hopewell* sailed, bound for California with a large amount of freight, 104 passengers, of whom only four were from Warren, and a crew of 18. Virginia Baker claims it was the first Rhode Island vessel to sail for the gold regions.

Reportedly, the first ship in the nation to leave for California was the bark *J. W. Coffin*, which left Boston December 7, 1848. Within the year, 774 other vessels followed in its wake. *Hopewell* made the voyage to San Francisco in 193 days, then continued westward to New South Wales, Calcutta and Singapore.

FOR CALIFORNIA

AND THE GOLD REGIONS.

FIRST VESSEL-PASSAGE ONLY.

The substantial, coppered and copper fastened ship

CHARIOT,

as above on or about the first of August. For passage, having fine accommodations, apply to WM. T. WHEATON, or WM. L. BAKER.

Warren, July 14

This ship being a first class sea boat, and being commanded by an experienced trader on that Coast, presents a favorable opportunity to those who wish to embark for the Gold Regions.

This advertisement for the Chariot, owned by a company of men from Warren, bound for California, first appeared in the Northern Star on July 14, 1849. It was used as a floating hotel in California.

Warren's fleet of California-bound vessels, mostly wide and bulky whalers, designed for storage of oil, not for speed, was very slow. The *Charles Herbert* and *John A*. *Sutter* were designed and built specifically for the California run. The former took 200 days for the trip and the latter never arrived at San Francisco. In 1854, during the heyday of clipper ships, *Comet* sailed from San Francisco to New York in 76 days, seven hours.

Chariot, a 360-ton ship built at Newbury, Mass., in 1823, and owned in Warren since 1832, returned from its fifth whaling venture

from Warren on June 7, 1847. On March 25, 1848 it was offered for sale and, in June 1849, was purchased by a company in Warren. On July 14, the "substantial, coppered and copper fastened ship CHARIOT" was advertised for California and the Gold Regions under L. M. Borden, master. A footnote to the ad said:

This ship being a first class sea boat, and being commanded by an experienced trader on that coast, presents a favorable opportunity to those who wish to embark for the Gold Regions.

In San Francisco, *Chariot* served as a floating hotel. Joseph Munro, who survived the sinking of the *John A. Sutter*, lived aboard the *Chariot*. He did not dig for gold, but fished for San Francisco and neighboring

markets. He returned from California in 1851.

Henry Tuke, a 365-ton ship built in Medford, MA, in 1824, and owned here since 1837, returned from Kamchatka in the far northwestern Pacific on June 14, 1848. Reportedly it was being repaired the following June for a trip to the gold regions. It announced its intention of going to there on November 3, 1849. Shares were sold and its cargo included lumber and houses. The ship cleared Warren on December 7 and arrived at San Francisco on July 21, 1850. It continued on as a merchant ship thereafter.

Portsmouth, a 520-ton ship built in Portsmouth, NH in 1834, was purchased by Burr & Smith of Warren in 1845. In early February 1846 it went whaling on the Northwest Coast, returning home on June 5, 1849 with whale products and \$20,000 in California dust "to order." En route to Warren it encountered a terrible storm (see "Disasters").

On March 1, 1850 it left Warren for NY to finish loading for San Francisco. *Portsmouth* arrived at Talcahuana, Peru, on September 30 and sailed for San Francisco on October 8.

The January 24, 1852 *Northern Star* says that it arrived late in October 1851, having been dismasted and was to be sold.

Two schooners, intended to voyage to the gold region, were built in Warren in 1849. The 126-ton *John A. Sutter*, was launched from the shipyard of Chace and Davis at the end of Summer Street. The February 17 *Northern Star*; reported:

LAUNCH. The schooner John A. Sutter, belonging to the 'Warren Trading and Mining Company' will be launched from the yards of Messrs, Chase & Davis today, weather permitting. She is about 130 tons, is owned by the above-named company, and will sail in a few days for San Francisco, under the command of Samuel R. Eddy. The JAS is completely rigged, coppered and copper-fastened, and is said to be a superior built vessel of her class, and reflects credit upon the enterprising builder.

It evidently was almost ready for sea, for on March 10, under the heading "FOR CALIFORNIA," the newspaper reported that:

The new schooner John A. Sutter sailed yesterday for San Francisco and the Gold Regions. It touched at Port Praya, Cape Verde Islands, and sailed previous to May 1.

Then, the next report on the *John A*. *Sutter* is from the February 9, 1850 *Northern*

Star, which printed a letter from California dated November 25, 1849.

Description of part of the passage. After a boisterous passage from St. Jago to the Straits, which we entered May 23rd, at 1/4 past 12 o'clock, 1849 (long to be remembered) we came to anchor, wind ahead. The next morning at daylight, we up anchor and started, working tide work, until about noon. June 26th, we took an easterly wind, being then about 70 miles from the Pacific Ocean. At 6 o'clock, it blowing a gale and snowing very thick, we reefed the mainsail with two reefs and then furled it. We then had the foresail, squaresail and flying jib on the schooner, and took our departure for Cape Tanner, distant about 21 miles, which we expected to pass by about 8 o'clock, but alas! at 1/4 to 8 we were piled up on a rock where no human aid could assist us. The rock was about the size of 1/8 of the town lot in Warren, and half a mile from the shore. The schooner sank in about 30 minutes from the time we struck. We picked up what lay directly at hand and got on the rock by means of the square sail boom. The night was a dismal one I assure you. Our vessel sunk or full of water, blowing a gale of wind and snowing as thick as you ever saw it, 'dark as Egypt,' every one wet to the girding, and placed upon a foundation not seven feet above the water! We did not know but the tide overflowed it at high water, which it did at the change of the moon, and had we got on then in all probability no one would have been left to tell the tale. We came near freezing, but I saw no one that did not behave as become men in like situation. What made it more disagreeable, it was all night, the sun setting at half past 3 and rising at half past 8. But morning came, and with it a sail, which proved to be the Acadian, of Boston. We went on board her that night; and the next day went on shore and built a shed to dry our clothes in. We sailed from the Straits July 30, and arrived at Callao in three weeks; and at San Francisco November 25.

(N.B. There is a longer version of this incident, a letter dated October 29, 1849, from Thomas F. Potter, printed in the *Providence Journal*. In that account, the dates of some of the incidents differ from those in the above letter.)

The *Charles Herbert*, was the only other non-whaler to go to California. This schooner, of 68 tons burthen, was built by Caleb Carr and on December 3, 1849 was registered in Warren. As reported in the December 8 *Northern Star*:

Sailed from Warren on Wednesday last. She is a new vessel and is owned by the 'Warren Mining Association,' 24 in number. Capt. Caleb Carr, Jr., sailing captain, George T. Champlin, master.

On January 27, 1850, it was reported at St. Catherine's, 27 days from Warren. It was at San Francisco on July 13. The *Star's* California correspondent reported in a September 14, 1850 letter that the schooner was "running in the Sacramento and is kept busy." It was, according to the local newspaper, sold for \$2,500 to Capt. D.B. Barton of Warren, for use on the river. Barton was then to sail with passengers for Panama. The April 5, 1851 *Northern Star* reported it had been sold at Panama "and will hereafter sail under the New Grenacian flag."

According to Bristol documents, it was surrendered at San Francisco on July 27. (A half-size model of the *Charles Herbert* is hung in the George Hail Free Library.)

Another Warren ship, the whaler *Niantic*, was diverted from a whaling cruise in the Pacific to carry gold seekers from Panama to California. Like many other vessels arriving in San Francisco at that time (in 1849, 775 vessels arrived in San Francisco, almost all of them sailing ships), it never regained the sea.

Niantic, lying in the mud flats of the bay, was converted into a store ship, then became a hotel. The Niantic Hotel was in business for two decades before being replaced by the Niantic Block, and eventually by the Niantic Building. In 1978 workers excavating the site of the Niantic (now well inland as much of the shore was filled in) discovered the remains of the bow, a section about 30 feet long. Although, paradoxically, the story of the Niantic is not known here, it is the most documented vessel to sail out of Warren.

In 1980, a six-page article on the ship appeared in the magazine, *The American West* "Invisible Amphibian," by Joan Parker). According to Parker:

There is a giant sourcebook on the buried ship at the National Park Service's National Maritime Museum of San Francisco, now a treasure trove of Niantic-ania. San Francisco newspapers provide many references to Niantic, beginning in the middle of the nineteenth century.

Several Warrenites kept in touch with their hometown through letters. The *Northern Star* printed them, mostly in a special series called "Letter from a California immigrant." At least 19 letters were published between December 1849 and September 1853.

In the first letter published December 29, 1849 (the letter dated October 18), the author, a rescued passenger of the *John A Sutter*, wrote:

Here I am, cast like a hulk upon the waters — sails shivered — ammunition expended — the mercy of the elements. The Sutter's company held a meeting a few days ago and voted to disband by mutual consent.

Printed in the *Northern Star*, March 16, 1850:

Letter received in town. Last mail from California. Speaks in more encouraging terms

of prospects of emigrants from Warren. No sickness among them and those at the mines are comfortably located in log houses, with plenty of provisions, and a fair prospect of doing a good business as soon as the rainy season had passed over. Those at the mines were surrounded by 'grisly bears' and Indians. The latter were well disposed, while the former were kept at a proper distance by a well armed rifle.

The June 1 newspaper reported the death of Philip Randall, one of the *Sutter's* company, of typhus fever, and during the next month, Charles A. Andrews, another member, died when a boat capsized on the American River.

On September 22, 1849, the *Northern*Star said that 64 Warren persons had left for
San Francisco. A year later (on September 26,
1850) the newspaper reported:

The whole number of persons who have left this town for California since the breaking out of gold fever — 114. Eight have died and four have returned home, leaving 102 persons hailing from Warren. Of the four returned only one brought back as much as he started with. But very few of those at the mines have made remittances home.

Steamers and Excursion Boats

The days of sail, which began when our country was first settled, lasted well into the 19th century. By the 1840s the West Indies trade was still flourishing, the cotton — carrying business was well underway, and other sailing vessels went out to trade on the world's oceans. Whaling was in its heyday. Steamboats, which appeared during the first decade of the 19th century, first visited Warren as early as 1831 and a few more steam-propelled vessels came here during that decade and in the early

1840s. Then, by the mid-1840s, these vessels visited or operated out of Warren regularly.

Initially, and long before the railroad line between Warren and Providence was established, steamers were used as transportation between towns and cities. In 1831, the May 7 issue of the *Northern Star* ran the following ad:

WARREN, BRISTOL, FALL RIVER AND NEW BEDFORD STAGE & STEAM-BOAT LINE. Subscribers have made arrangement with the steamer Hancock so that passengers can leave

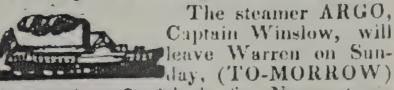
New Bedford EVERY DAY (Sundays excepted) at half past five o'clock, and Fall River at 8 o'clock, AM, and arrive at Bristol and Warren the same forenoon. Returning will leave Warren & Bristol EVERY DAY (Sundays excepted) at half past 3 o'clock PM and arrive at FR and NB the same afternoon, until further notice. Fare from Warren to NB \$2, from Warren to FR \$1. Books kept at Cole's Hotel, W; Commercial Hotel, W; and Burge's Hotel, B. J & N Chadwick.

An ad in the July 2, 1836 local newspaper announced that:

The steamer Providence, Capt. Child, would leave Providence on the 4th of July at 7 o'clock AM for Newport and would return in the afternoon, touching at Warren and Bristol each way. The artillery company of Providence, with a band of music, would be passengers.

Steamers visited Warren sporadically for

Yearly Meeting at Newport,



June 10th, at 7 o'clock, for Newport via Bristol, leaving Bristol at 8 o'clock—to uccommodate those wishing to attend the

Friend's Yearly Meeting.

Returning will leave Newport a 5 o'clock for Bristol and Warren.

Single passage 50 cts. june 9

Ads like this one for the Argo appeared regularly in local papers advertising excursions from Warren to Newport, Fall River or New Bedford.

about 10 years thereafter. The John R. Vinton in 1847, was probably the first steamer to operate out of Warren regularly. The John R. Vinton and many others that followed were under the command of Warren men. An advertisement in the May 29 Northern Star said that the John R. Vinton would arrive occasionally from Providence. An ad, on July 10 announced that the vessel, under Capt. Joseph R. Allen, would run regularly between the two places, daily, Sundays excepted, leaving Warren at 7 AM, and Providence at 5 PM. The fare was 25 cents. Also, "The John R. Vinton will attend to towing of vessels, and to pleasure parties at such times as will not interfere with her regular trips." The John R. Vinton ran throughout 1848, but was replaced by Massasoit in 1849.

On September 1, 1847, the Argo, with

William Winslow, master, arrived at Warren, and, under Winslow, had a relatively short, but busy career, until sold on April 13, 1853 to two men from Salem, MA.

It made regular runs between Warren and Providence, but also took parties from Warren or Providence and elsewhere on excursions. Almost every year, *Argo*, then other steamers, took out Sunday school and church groups from the town's major Protestant denominations — Baptist, Episcopal and Methodist Episcopal, and others, including the IOOF (Odd Fellows) and the Warren Artillery, many times with a musical accompaniment, including the Warren Brass Band, the American Brass and the Handel & Hayden Society.

Most of the excursions were day trips, going to places on Narragansett Bay or nearby waterways. Newport was a common destination, the ships sometimes steaming around Beavertail Light.

For some years passengers went to the "City by the Sea" for the Friends' Yearly Meeting. Visits were also made to Fall River and to Dighton (Dighton Rock) on the Taunton River and to Tiverton on the Sakonnet. Occasionally, a longer trip out on the open water of the ocean to Block Island or down Long Island Sound to New York City.

But the most popular places were those resorts along Narragansett Bay between Warren and Providence, at Nayatt in Barrington and a place called Vue de l'Eau in East Providence.

These places all developed as a response to steamboat traffic. During the 1840s, the elegant Vue de l'Eau Hotel was constructed on a bluff high above the water (at what is now Bergin Street in Riverside). An establishment that catered to wealthy New Englanders who

sought its mineral waters and isolated location, the facility was relatively short lived; it burned in the early 1870s and was never rebuilt.

Nayatt was described in glowing terms by a visitor in August 1851. It is an interesting first-hand account of the resort:

[*The Star, August 30*] NAYATT POINT, Barrington, RI, Aug 12.

Newport, Cape May, and Saratoga each had their votaries [devotees], and why should not Nayatt? Every body does not know perhaps that there is such a place as Navatt bordering on Narragansett Bay, and I am one of those who until yesterday was unconscious that there was so lovely a spot of earth and sea girt shore in the vicinity. It is not my purpose to write an advertisement for this, as many persons have done for other watering places, and which in fact is so customary now a days, but simply to speak of a few attractions here and which invite the seekers of pleasure. health, and retirement during the hot season, when the cities are burning cauldrons, over scented with all kinds of affluvia. Navatt is situated about mid-way from Providence and Newport, say ten miles from the former city. and the ground or land on which the Mansion House is located is perhaps fifty feet above the level of the waters of the Bay. This house has been very much enlarged and otherwise improved since last year and will now accommodate nearly one hundred regular boarders. The whole is under the control and management of Mr. Viall (who, by the way, is not a 'vial of wealth,' but an exceeding obliging man and excellent catererer) — and I am bold to say that no watering place in New England can boast of better fare than is to be found at this place.

To be sure you will not find the bill of fare for dinner but you will find everything else but that, and I will give more than a good baked tautog, or a roasted fried chicken, than all the 'bills of fare' in christiandom.

Fishing, bathing, &c., afford the necessary aquatic and health invigorating divertisse-

ments during the day, and when evening draws its curtain over Narragansett Bay, the Piano and the Harp send forth their music in 'voluptuous swells' from the large airy parlor of this lofty house, where 'Soft eyes look love to eyes which speak again, and all goes merry as a marriage bell.'

Then again, a ride to Warren after tea, over a good road and through a section of country the most romantic imaginable, at a distance of only three miles: allures many a gentleman and lady, who thus employ an hour very agreeably. Last evening was one of those. 'So common in the climes of Greece, When day withdraws but half its light, And all is moonshine, balm and peace.'

Here and there might have been seen knots of beautiful women and fair men, some promenading, some monopolizing a tête-a-tête, other taking a lunar observation for the purpose of correcting the longitude of Nayatt Point House, while others, on the bank, were heard to say —

'here will we sit, and let the sounds of music Creep in our ears; soft stillness, and the night, Becomes the touches of sweet harmony.' Here, as at other watering places, are some leading spirits which give a zest to the amusements of the day, and moreover it is not without its belles, — but should I in this, my first correspondence from here, attempt to particularize, I fear the ladies, or some of them at least, would shun me, on the ground of particularism, so I will not even lisp a name from Hartford, Providence or Worcester.

At a distance of about a mile may be seen a Brick Kiln establishment, in full blast. Here there are about one hundred and fifty-seven men employed in the manufacture of the article during this portion of the year, which is advantageous for such business — say five or six months. And I understand by Mr. Potter, superintendent of the works and general manager of the business, and who is also a son of Mr. Potter, of Providence, the owner of the property.

The February 24, 1849 Northern Star

reported that:

The Providence River has been frozen over some ten miles below. The steamer Argo has been employed to force a passage through the ice. On Wednesday it got as far as Pawtuxet and then returned to Warren. It started again on Thursday with about 30 men, and succeeded in breaking through a bar off Pawtuxet, when, having broken her wheels she again returned to Warren to repair the damage. Carpenters worked all Thursday night and yesterday morning Argo started again. The weather for the last weeks was extremely cold. Tuesday morning the temperature was 10 degrees.

In June 1849 it was announced that Capt. Winslow, in company with two other men, had purchased Rocky Point on Warwick Neck, where they intended "to build a wharf and erect a suitable building for clam bakes, chowders, and similar affairs."

Rocky Point, as noted by the *Providence Journal*, "has long been a famous place for excursions of this kind, but has hitherto been greatly wanting in suitable accommodations..."

In July 1849, *Argo* continued to run to such points of attraction as Rocky Point and Nayatt. In August, it was announced that a new place of pleasure, called Walnut Grove, was recently purchased by the proprietors of the *Massasoit*.

Massasoit was a 131-foot long steamboat, with a breadth of about 23 feet, powered by a 80 horsepower engine with a 32 inch cylinder and an eight foot stroke. Under Captain Samuel Allen it began making regular trips on July 13, 1849, touching at Vue de l'Eau and Nayatt Point. In February 1859 it was announced that Massasoit was sold to a company in Charleston, S.C., intended to run between that place and Savannah, Georgia.

An article, in the August 31, 1850 North-

ern Star, under the general title EXCUR-SIONS gave an account of a visit to Rocky Point, as follows:

The excursion for the season came off on Friday last, when nearly five hundred of our citizens embarked on board the steamer Argo, Capt. Winslow, for Rocky Point. The day was pleasant, the sea was smooth, the music was excellent, and the company very agreeable, and every thing appertaining to the voyage and the boat, under her very gentlemanly and accommodating commander, conspired to render the excursion truly delightful. The Warren Artillery, Col. Pearce, who were encamped upon the point, saluted the boat upon her approach. The corps made a fine appearance, and their presence added not a little, to the attractive interest of the scene.

About three hundred sat down to the tables, for the purpose of partaking of an old-fashion clambake. The tables were well set out, and the clams and corn were well cooked, and were well relished, by those, whose appetites had been sharpened, by a sail across the bay, and a ramble, of several hours, over the charming grounds of Rocky Point.

We are glad to know that this place is becoming known. It is decidedly the most beautiful spot, for pleasure parties of any, this side of Boston bay. It is only to have its peculiar advantages known, to secure for its enterprising proprietors, as much company as they can well attend to. If a much larger boarding house were to be erected there, to be conducted as it is now on strictly temperance.

it is now, on strictly temperance principles, we have no doubt, that it would be filled to overflowing. This establishment, if well

managed, would very soon realize a fortune to its owners, but in this, as in pretty much everything else, a good deal will depend on the judicious management, of affairs. As to the boat, there is not probably, one afloat, which would better answer the purpose, then the ARGO, which we are glad to know is becoming very popular. She deserved to be a decided factor. For safety and commodiousness, she is just the thing. Capt. Winslow exerts himself to promote the comfort of his passengers, and we hope he will be rewarded, by a liberal patronage.

Miantonomi began its brief association with Warren in 1850. It was reported in the July 6 Northern Star, that this "new and elegant" steamer, 145 feet long, with a 24-foot

beam, and slightly larger than the *Massasoit*, left for Providence under Capt. Samuel Allen, with "a large number of passengers."

Regular trips began in July, with stops en route to Providence along the shore. The steamer ran through 1851, but in the following year was sold, to operate out of Charleston, South Carolina.

In 1851, Argo and Miantonomi were joined by Canonchet, which in August of that year took 300

passengers from Warren, a small party from Providence, and a "full delegation" from Barrington, to a clambake and fair at Nayatt.

Summer Arrangement.

The new and beautiful atesmer
MIANTONOMI,
Capt. Samue! Allen, will

commence her regular trips between Warren and Providence on Monday, July 15th.

Leaving Warren at 7 o'clock A. M., and Providence, at 6 o'clock, P. M., daily, Sundays excepted, touching at Nayatt and Vine de l'Eau each view. Fare to Providence 25 cts; Vue de l'Eau or Nayatt 15 cts.

Also leaves Providence for Nayatt at 8 3-4 o'-clock a. m. and 2 o'clock p. m. Returning, leaves Nayatt at 4 1-2 o'clock. Fare 15 cents.

By this arrangement passengers may, by taking the morning hoat, spend 7 hours, or by the 2 o'clock hoat 2 hours, at Nayatt, and enjoy a stroll brough Walnut Grove or the luxury of sea bathing, returning after the heat of the day is pust. Whenever the Miantonomi is absent on excensions, the steambout Jenny Lind, Capt. Carr, will supply her place on the route.

This is a typical newspaper advertisement from the mid-19th century for a summer excursion on the Miantonomi.

The company, 600-700 people overall, went to "The Grove" or to the Bay House after dinner. On hand was the band from the fort at Newport. The "fast sailing steamer" *Canonchet* ran regularly between Warren and Providence until at least 1855 as a passenger steamer, and, as was customary, made excursion trips — to Horn Spring, Vue de l'Eau, Nayatt, Rocky Point and Newport.

Canonicus, which ran as early as June 1852, had a relatively long stay in Warren, until at least 1886. Most of the announcements for this steamer told of it carrying Sunday schools and parishes of Warren's three Protestant churches.

Capt. Child ran the steamer in 1853, when it left from Capt. J.T. Child's wharf. For many years, from 1871 onward, A.P. Oswell was the skipper. At that time, it left from Carr & Ingraham's Wharf. Most of the excursions were to places along the Bay, including Oakland Beach in the 1880s.

In 1881 and 1882, Canonicus brought passengers to Forest Hill Gardens in Somerset, in one instance accompanied by the Massasoit Encampment # 8, IOOF, of Warren, with Moore's Band of Bristol.

The attractions of Forest Hill Gardens were a skating rink, bowling alley, flying horses, swings, a hall for dancing, a lake for rowing, fine views from the hotel piazza and band concerts.

Other steamers took Warren parties out on excursions. *Planet*, of Pawtucket, described as a "beautiful new steamer" in July 1890, carried St. Andrew's Brotherhood of St. Mark's church on a grand excursion, and in July of the following year, hosted the Baptist Sunday School on a trip to Crescent Park, then steamed down the West Passage to Newport.

Mount Hope, under A. P. Oswell, took out the Odd Fellows on their annual excursion in 1891, 1892 and 1893; in two of those years going to Block Island.

Newspaper articles as late as 1907 recount excursions by the Warren Artillery Company aboard steamers. One was described as a "Moonlight Excursion" aboard the *Pontiac* that provided music as it sailed down the Bay and stopped at Rocky Point both ways.

Pleasure Boats: Sloops & Yachts

Smaller vessels, described as sloops or sloop-yachts, also took people on trips out of Warren during the second half of the 19th century. The sloop *Sylph* was to run daily between Warren and Providence beginning on July 21, 1856, according to the newspaper.

Ceres, a "splendid yacht" under the command of John G. Joyce, left Providence with a "party of gentlemen" in August 1859. It had been to Stonington and South Ferry before coming to Warren, then, on the 11th left for Martha's Vineyard.

Hannah Ann, a 26-ton, 48-foot long sloop, under Henry Collins, took a party from Warren to the campground on the Vineyard in August 1870. In the following year Collins and John J. Allen afforded "a good opportunity for fishing excursions." These men had "fine sailboats for the accommodation of fishing parties."

Several small boats were active in 1878 and 1879. Benjamin F. Smith's *Mattie*, which was anchored in the Kickemuit River in April 1878, was made ready. The sloop-yacht was cited as being "remarkable for the strength of its construction and [is] well calculated for parties." The *Warren Gazette* added its own comment: "Such fast sailing and pretty yachts,

unknown in our waters a few years since, add abundantly to the charms of summer life."

In 1879, Smith's yacht was "constantly going and coming."

Walter & Arthur, the Hon. Sidney Dean's yacht, was rebuilt during the winter of 1877-78 by Caleb Carr. J.J. Cady finished the interior, and its ladies and men's cabin was carpeted and cushioned.

In 1879, Capt. Samuel Allen was taking parties to various places down the Bay.

Warren's Whaling History

In 1723, the earliest recorded vessel from Providence went whaling and a Newport ship went out in 1731.

Many vessels from Warren, Newport, and Providence sailed to the whaling grounds, in the nearby Atlantic, in the 1760s and 1770s. The *Providence Journal* of January 24, 1881 had an article, "Warren in the Whale Fishery," which was a complete listing of our town's involvement in the whaling industry, beginning with a mention of Warren being engaged in this business in 1760 and ending with the last ships to sail from here in the 1860s. The article quoted the *Boston News-Letter* of October 23, 1776, as saying:

Several vessels employed in the whale fishery, from the industrious town of Warren, in Rhode Island, have lately returned, having met with considerable success. One vessel, which went as far as the Western Islands [the Azores], brought home upwards of 800 barrels of oil. The *Journal* article continues:

...in 1768 several vessels sailed from Warren. In 1769 Capt. Grinnell sailed from Warren. In 1770 a Warren schooner was lost on the Chatham bar [probably on Cape Cod] In 1775, there were 360 colonial vessels

engaged in the whaling business; 304 were from Massachusetts. They aggregated 33,000 tons and carried about 4,850 men.

According to W. A. Fairburn (Merchant Sail, v. 1, p. 294):

These little ships, which averaged only about 90 tons, were often discoverers and pioneers. They braved the fiercest gales at sea and generally traveled in uncharted waters. They had the hardiest, most courageous and resourceful crews, and when well handled - as they usually were - and favored by Dame Fortune, they often paid for themselves on their first voyage, thus making the net return from all subsequent voyages and catches clear gain.

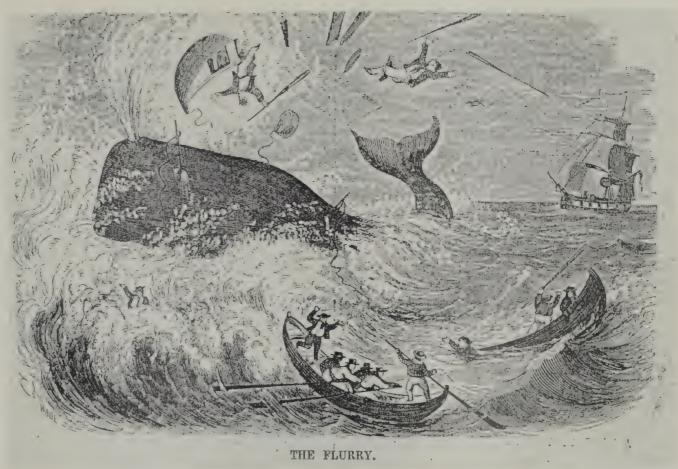
On April 9, 1782, John Hale of Warren, mariner, and Nathan Miller, paid a bond of 2000 pounds for the brig *Rebecca*, 50 tons, four men, bound on a whaling voyage.

The Whale

What was the attraction, the "need" to hunt the largest mammal on earth, an occupation pursued at some peril? The answer is economic.

Generally, there are two major the what classes of whales, the toothed and the bone whales. There are several varieties of toothed whales, the bottlenose, grampus, and narwhal being minor types. By far the most important quarry of the whalemen were sperm whales, also known as cachalots, which lived in temperate or tropical waters.

Sperm oil, almost pure, sold for two to three times as much as oil from other whales,



WALTER NEBIKER COLLECTION

In 1855, Ballou's Pictorial Drawing Room Companion carried an article on whaling, with a series of illustrations that included this one called, "The Flurry." It is one of the most popular depictions of the hazards of whaling, where the whale surfaces and breaks a whaleboat in two, throwing men into the sea, often with a loss of life.

referred to as whale oil, which required more processing. The large head of the sperm whale made up about one third of its entire length, and contained a cavity filled with oil which could just be ladled out. Sperm oil was preferable to mineral oil for lubricating and used for other purposes, such as making soap and for cleaning leather. Spermaceti, found in the head

cavity, is a waxy substance which was in great demand for making candles.

The sperm whale's teeth provided valuable ivory. We know it best today in scrimshaw, the decorative objects carved by whalemen to occupy their many idle moments aboard ship. The most valuable substance, but found only rarely, was ambergris, a waxy, grayish sub-

stance found in whale intestines, or floating on the water, used, paradoxically, as a fixative in perfumes.

The other whales yielded whale oil, which had to be boiled down aboard the vessel before being put up in barrels; it provided most of the oil used for illumination - streetlights, lighthouse beacons and locomotive headlights.

The bone whales, so-called, were comprised of the right and bowhead, found in Arctic and Antarctic seas, the finback (or roqual), the humpback, and the Pacific gray whale. "So-called," because the substance sought was not bone, but a horny substance, also called baleen, found in the roof of the right whale, usually six to twelve feet long. It was used for stays, corset stiffeners, riding and carriage whips, and for the ribbing of umbrellas. Bone whales yielded very little oil.

Whalebone was first found in the Sea of Okhotsk, but the bone whales there were totally extinguished a quarter of a century later. This product initially fetched only about twelve cents a pound, but, like oil, gradually increased in price. It is said that one bowhead might give a ton of baleen, and thus pay for an entire voyage.

A New Beginning: Rosalie

Apparently, there was a whaling hiatus for Warren whaling vessels after the last reported whale ship in the late 18th century and the industry was not resumed again until 1821, when the *Rosalie*, the first of Warren's "new wave" of whalers left the port to seek its fortune in oil.

The earliest whalers sought their prey in the Atlantic, but by the time *Rosalie* left on its first cruise, many American whalers had already traversed the treacherous passage of the Straits of Magellan into the Pacific Ocean.

Eventually Warren whalers sailed into all corners of the vast Pacific, from the coasts of Chile and Peru northward to California and the Pacific Northwest coast, to Hawaii, the rendezvous of all the Pacific whalers, and from New Zealand and the south sea islands north along the Asian coast to the Sea of Okhotsk and into the far northern Arctic realm. The Indian Ocean first became a destination in 1835.

Whaling Profits

Reportedly, the first cruise of the *Rosalie* was a failure; less than half a cargo of oil was taken. However, a new captain produced better results — more oil. On her second voyage, under Joseph Gardner, *Rosalie* killed more whales and returned from the Pacific with more than 2,000 barrels of sperm oil, the best and



Warren's Rosalie was only 19 tons heavier and closely resembled this bark, the Morning Star, of New Bedford, built in 1853, weighing 305 tons.

purest oil obtainable. Stackpole, writing in 1953, provided some information on the economics of this cruise. He said:

The profits derived from a good voyage during this decade (1820-30) make a study in themselves. The Rosalie, of Warren "... not only launched that port's whaling business... but got the enterprise off on the right foot by returning in 1828... with a full ship. The 2,150 barrels of sperm oil sold for seventy-five cents per gallon, making a total of \$50,793.73 [which comes to 31.5 gallons per barrel; \$23.60 per barrel] as the voyage gross returns.

The lay system found Captain Gardner, under a 1/18 share, receiving \$2,821.87 for his three years of cruising. First Officer Brown (1/28th lay) received \$1,1814.06. Second Officer Davis received \$2,269.84 and Third Officer Champlin got \$932.52. The three boatsteerers (or harpooners) received \$752.62 each, the cooper, blacksmith and cook \$461.76 each, and the average sailor's lay (at 1/130th) gave him \$390.72.

The total in "lays" to the officers and crew was \$14,289.39, making the new gross for the owners \$36,511.36.

Out of this came the cost of outfitting the ship, drafts for provisions at South American ports, costs of repairs to the ship and other items. It was customary to sell ships' voyages in shares - 1/8th, 1/16th, etc., and the master of the ship usually had a share under this system.

The 2,150 gallons of sperm oil gathered by the *Rosalie* in 1828 was a very good amount. The largest amount of sperm oil every returned to Warren was on the *Chariot*, which came back with 3,000 of this highest-quality oil in 1838. The *Warren* came back with 2,300 barrels of sperm oil in 1834, but no other Warren whalers ever gathered more than 2,000 barrels of this oil.

The Warren also returned from two trips with large quantities of whale oil, in 1837 returning from a 28-month cruise with 3,000 gallons of that commodity, in addition to 700 barrels of sperm oil and 3,000 pounds of bone, making that a very prosperous return. The Warren brought back 3,065 barrels of whale oil and 235 barrels of sperm oil after a 30-month voyage that ended in 1840. Benjamin Rush set the Warren record for whale oil in 1841 when it came back, after 41 months out, with 4,500 barrels of whale oil, in addition to a very good take of 1,450 barrels of sperm oil. But, as would be expected, the amount of take varied widely, according to the skill of the whaling master, and luck.

The Miles was the first Warren whaler to return with whalebone, a cargo of 9,000 pounds, in May 1835. About this time the price for whalebone was 20 cents per pound, making the Miles' cargo worth about \$1,800. Warren came back in 1837 with 3,000 pounds of whalebone. Then, beginning in 1838, most Warren whalers returned with this substance. The largest cargo of whalebone, 33,000 pounds, was returned by Warren, in 1843. It was then up to 36 cents a pound: 33,000 X .36 = \$11,880. Incidentally, the whaleship America, of New Bedford, returned from a cruise of 26 months in 1842 with 4,700 barrels of oil (including 400 sperm oil) and 45,000 pounds of bone.

Captain Charles Brown, in command on Rosalie's third voyage (August 1825-April 22, 1828), returned with a full cargo of sperm oil. In 1845, under Captain Mosher, it cleared Warren for the Pacific, never to return. It cruised the South Seas, including New Zealand and Australia, then went to the Japan Sea and finally to Oahu, the major whaling port of the

Pacific, where it was condemned in November 1849.

Tonnage of Whaling Vessels

Rosalie's weight was 323 tons burthen (This term, in common use at this time, is an archaic form of burden, the weight of cargo a vessel could carry). Among all of the Warren vessels, it was about halfway in size. The smallest, at 121 tons, was the *Crawford*, and the largest was the *Sea*, at 807 tons.

According to an article in the January 24, 1881 *Providence Journal*, "This was the largest whaling ship ever engaged in the whaling service." It made only one voyage, a 40-month endeavor, from November 1851 to April 1855, bringing back 1,100 barrels of whale oil and 73,000 pounds of bone. In 1855, whale oil brought 71 cents gallon, whalebone returned 45 cents on the pound so the cargo brought in a total of \$33,631.00.

Despite this good return, it was sold to a New York firm for freighting.

Length of Cruises

In addition to being the first Warren whaler of the 19th century, *Rosalie* also holds the record for the most cruises. It went out 10 times, beginning in July 1821, and ended its career with condemnation in Hawaii.

The first ships out of Warren made the most cruises. Three, *North America, Miles* and *Benjamin Rush* each went out nine times. *Warren* and *Philip Tabb* each made seven whaling voyages. There were eight whalers that did six trips apiece. Later each ship did fewer cruises. Nine vessels made only two cruises and 13 were out only once.

Also, in the earliest days of the industry,

most whalers operated in the Atlantic. Miles made its first eight trips to the South Atlantic and North America went there five times, including one specifically to the Brazil Banks. Other vessels cruised the Atlantic, but, with time, and the diminution of whales in this ocean, whalers did their hunting in the warm waters of the South and Central Pacific, later in the Indian Ocean and, finally, into the "frozen north:" the Arctic. As the hunt for whales became more intense, and their numbers diminished, ships ventured further and further north, into cold, foggy, stormy waters like the Sea of Okhotsk and the Gulf of Anadyr, hard up against Russia. The "bones" of the Covington probably still lie undisturbed at the bottom of the Sea of Okhotsk.

Many of these voyages lasted three and four years or more, but there were wide variations in the length of time away from Warren. For example, the 121-ton brig *Crawford*, returned home after an absence of only about three months and several misfortunes, according to the July 28, 1838 *Northern Star*, on May 11 it

...was run afoul by the brig Mattapoisett of Rochester, which carried away two davits, a spare topmast, spars, etc., and stove two boats.

On June 19, it experienced a "severe hurricane," which lasted until the 21st. Then the storm died down for 10 or 15 minutes before the wind shifted and "blew as hard as ever." The brig was

...boarded by a heavy sea which stove the starboard boat, carried away head rail and bulwark, and started stem, which caused her to leak.

After repairing the damage, the brig returned home. The 267-ton bark *Dromo* stayed out longer than any other Warren vessel. On its second cruise it left Warren on October 5, 1848

and returned on August 29, 1853, almost 58 months later! It had a quiet voyage, but not a very prosperous one, for it brought back only 615 barrels of sperm oil and 120 barrels of whale oil. There are few reports of its activities and the few newspaper accounts of its voyages have it off the coast of Peru, on the Callao Ground and in the eastern Pacific.

Warren's Whaling Vessels: Origins and Dispositions

The following table details where and when all of Warren's whaling vessels were built, and what became of them. Most (eight) were built in nearby Barneyville, and probably all were outfitted in Warren, between 1824 and 1842.

Warren contributed seven of its own vessels, beginning in 1822, five of them in the 1850s, most by the town's premier shipbuilders of that era. Chace & Davis constructed *Hector* (1842), *Dolphin* (1850), and *Belle* (1852), while Daniel Foster's contributions to the whaling fleet were *Sea Shell*, in 1852, and *Xantho* (1856).

Only two other Warren whalers were built in Rhode Island, *Smithfield*, built in Providence in 1838, and *Galen*, from Westerly, constructed in 1820. Aside from Barneyville, 13 of the whalers were built in Massachusetts, including three each from Newbury and Medford.

The table also lists the disposition of all these vessels. Almost one third, 16 to be exact, were still seaworthy when sold at Warren, for various purposes. Three — Exchange, Millinocket and Ocean, were sold to parties in New Bedford, to continue in the whaling business. Lafayette was also sold to New Bedford men, presumably for whaling. Xantho,

sold to New York people in 1860, reportedly was sold to New Bedford in 1866, to go whaling again. Four more whalers went to New York, and two to Boston, apparently for freighting. One was sold to Bristol, one to Providence, and one sold for the "freighting business" to an unknown party.

In 1849, the *Chariot* was sold to a group of Warren men, who took it to California. Five other former Warren whalers took gold seekers to California. The disposition of *Harvest* is unknown, but records show that *Henry Tuke* eventually traded in Europe, *Hopewell* continued westward to Australia and Southeast Asia, *Powhatan* was sold at San Francisco, and *Niantic* became a store ship and a hotel in San Francisco (see section titled Gold Fever).

Seven whalers were sold abroad, two at "foreign ports;" one ended its Warren connection in Honolulu, another in India. Two were sold in Brazil, one at Pernambuco, the other at Rio de Janeiro, where it is said to have gone into the slave trade. *Bowditch* is said to have gone into the guano trade.

Some whalers just wore out, and, for whatever reason, were condemned. Two ended their days here, but four never made it back. *Philip Tabb* was damaged in a typhoon, evidently so badly that it had to quit. Two vessels ended their seagoing days in Peru and another in Hawaii.

The November 6, 1852 Warren Gazette reported that whale ship *Warren*, commanded by Capt. Nathan Heath, was totally destroyed by fire in July in the Anadyr Sea [in the northwestern corner of the Bering Sea, along the Russian mainland], with all hands saved. Two weeks later, the newspaper printed part of a letter from Capt. Almy of the *Harvest* of New Bedford, in which he says "I saw the *Warren*,

of Warren, burn up on the 6th of the month."

Although the misfortune of the *Warren* may or may not have been accidental, it is known that five whaleships were lost through the forces of nature, all blown ashore. Two were destroyed in the South Atlantic, the *Galen* in a snow storm at the Falkland Islands, the *Dolphin*, reportedly going on a rock on the Coast of Patagonia. *North America* went ashore in Australia, in a storm at Swan River, New South Wales.

Interestingly, two Warren ships went ashore only a day apart on the same coast along the east side of the North Island of New Zealand in 1839. On June 12, *Atlantic* was blown ashore at the Bay of Islands; the next day *Brilliant* met its fate down the coast, at Poverty Bay.

Two of the ships ended their days in unusual ways. The only ship that disappeared was Jane, the first Mason Barney, whaler to sail out Warren, which left Oahu on October 16, 1845 and was never heard from again. Covington, along with a number of other whaling ships, was operating in the Sea of Okhotsk, when it and nine others were captured and burned by the Confederate cruiser Shenandoah. The date was June 25, 1865, several months after the Civil War ended! The destruction of this ship dramatically ended Warren's whaling days.

The Whaleman's Shipping List, a newspaper devoted to whaling news, carried an article in its July 2, 1861 edition from the New York Journal of Commerce, that succinctly explains the demise of the industry:

Discovery and extensive manufacture of coal oil had a most ruinous effect on whaling interests. At New Bedford, there was about a one third decline in the last three years, and it will decline one third more within the present

WHERE VESSELS WERE BUILT	DATE	Name	In Warren	DISPOSITION AND DATE
Barneyville, Mass	1824	Jane	1837	'45-Left Oahu, never heard from
Darney vine, ivides	1825	Miles	1825	'47-Condemned at Pernambuco, Brazil
	1829	Warren	1831	'52-Destroyed by fire
	1830	Exchange	1830	'46-Sold to New Bedford, for whaling
	1832	Franklin	1832	'52-Sold to New Bedford for whaling.
	1832	Luminary	1832	'52-Sold to a freighting business
	1839	Ocean	1853	'58-To New Bedford, whaling
	1842	Montgomery	1842	'44-Sold to Providence
Warren, RI	1822	Boy	1822	'52-Sold to a Bristol RI group
waiten, Ki	1842	Hector	1842	'59-Sold to Boston
	1850	Dolphin	1850	'60-Went on rocks off Patagonia
	1852	Belle	1852	'59-To New York
	1852	Sea Shell	1852	'62-Into China trade?
	1856	Xantho	1856	'60-Sold to New York
	1857	William Wilson	1857	'61-Sold to New York
N. 1 Mars	1817	Atlantic	1832	'39-Went ashore in New Zealand
Newbury, Mass	1823	Bowditch	1846	'59-Condemned at Honolulu? Into guano trade
			1832	'49-Sold to a company from Warren. >Calif.
27 77 1 62	1823	Chariot	1829	'43-Blown ashore at New South Wales
New York City	1804	North America	1821	'49-Condemned at Oahu
	1815-16	Rosalie	1841	'41-To new Bedford
	1824	Lafayette		'62-Sold at a foreign port
	1838	Mary Frances	1849	'60-Sold to New York
	1845	Brutus	1853	'48-Surrendered at New Bedford. Broken up.
Medford, Mass.	1810	William Baker	1832	
	1816	Triton	1839	'49-Condemned ? '49-> California, then to Europe
	1824	Henry Tuke	1824	
Baltimore, Md.	1825	Covington	1843	'65-Burned, sunk by CSS Shenandoah
	1838	Sea	1851	'55-To New York, for freighting
Chatham, CT.	1825	William Henry	1825	'59-Sold to Boston, for trading, passengers
	1845	Niantic	1848	'49-Became storeship, hotel at SF
Duxbury, Mass.	1826	Brilliant	1838	'39-Lost At Poverty Bay, New Zealand
	1828	Hoogly	1835	'58-Sold. To Boston?
Philadelphia, Pa.	1814	Benjamin Rush	1831	'60-Sold at Honolulu
	1840	Hopewell	1844	'49 > California, then > Asia
Troy, Mass.	1826	Atlas	1829	'41-Sold at a foreign port
**	1826	Crawford	1827	'43- Condemned.
Cape Elizabeth, Me.	1852	Florence	1852	'59-Sold or condemned
Charlestown, Mass.	1824	Dromo	1845	'64-Condemned at Paita, Peru
Frankfort, Me.	1823	Canova	1839	'41-Sold at Rio de Janeiro
Haddam, CT.	1832	Powhatan	1841	'49 > California. '51 Sold at SF
Hampden, Maine	1839	Millinocket	1848	'55-Sold To New Bedford. Whaling?
Kingston, Mass.	1816	Magnet	1829	'48-Condemned at Callao, Peru
Mathews Co., Va.	1814	Philip Tabb	1833	'47-Condemned at Honolulu
Penobscot, Me	1826	Vermont	1837	'42-??
Plymouth, Mass	1826	Harvest	1845	'49- >California
Portland, Me	1839	Sarah	1840	'42- Sold to New Bedford?
Portsmouth, NH	1834	Portsmouth	1845	'51-Condemned in India
Providence, RI	1838	Smithfield	1850	'56-Condemned at Pernambuco, Brazil
Westerly, RI	1820	Galen	1833	'46- ?
Westerly, Ri	1020			

year. More than 50 whalers were idle at the wharves.

As with the merchant vessels, Warren's whaleships had their share of trials and tribulations and interesting incidents, some of which involved only a few people. Although the incidents described here seem to be a large number, in reality most voyages were without incident or peril. The following passages describe the full fury of some of the storms encountered, and, as can be seen, storms usually covered a rather broad area and were a severe hazard to a large number of vessels:

According to Robert Webb in *On the Northwest*, pages 74-79, North Pacific gales damaged several whale ships. Perhaps the worst abused was the *Luminary*, which shipped a tremendous sea while hove-to in 33 degrees North.

1846, 60-61]

The November 14, 1855 Rhode Island Times conveyed the following information. The whaling bark Belle (of this port), Borden, from Cape St. Lucas for Talcahuano, was dismasted August 3, latitude 18 degrees N, longitude 100 degrees W. The gale commenced about 4 PM from the NE, and increased with such violence that at 10 o'clock she was thrown on her beam ends, not a stitch of canvas on the masts at the time. Her main and mizzen masts being cut away, she righted, with five feet of water in her hold. At 11 the wind shifted to the SW, and she was again thrown on her beam ends. The foremast was cut away and she again righted, sweeping the decks of everything, boats, spare spars, galley, tryworks, etc. After clearing the wreck, jury masts were rigged, and she put into Honolulu August 13.

Luminary also experienced an

could reach. They presented something of the appearance of a city upon the ocean, some of them rising just above the surface of the water, while many others rose to a great height in large masses, - here and there was to be seen one towering above the rest, presenting the appearance of a church spire rising amid the houses of a city. During most of the time, that they were in cold company, there was a very dense fog which rendered their situation very perilous. They saw the last of the ice June 16th, in lat 55 [degrees] 40 [minutes] S, long 85 [degrees] W. We believe that floating ice in this latitude is of unusual occurrence.

And *Luminary* also experienced the ordinary, or not so uncommon experiencedeath at sea- as reported in the June 14,1843 *Northern Star:*

Returned from the Pacific Ocean. Reported the following deaths: Feb 1840, Andrew Caster of Calcutta, aged 35 years, drowned at sea; drowned at sea January 6, 1842, Benjamin Blair (colored) of

Philadelphia; drowned at

Tecumas, November 2, 1843, John E. Profit, of Providence, 27."

Benjamin Rush lost several men who were killed by whales, discovered a shoal, and made a "remarkable voyage around the world." From the October 19, 1839 Northern Star:

March 22 letter dated on board *Benjamin Rush* "Off Sunda Island." The 6th of this month, in the forenoon, the first mate's boat, while in pursuit of whales was missed from the ship. We made sail and ran in the direction she was last seen; but after cruising all day, could find nothing of them. Since which we have been to Grass and Sunda Island, and spoke all the ships on the ground but cannot

water tore the capstan from the deck, destroyed every whaleboat and

boat-davit save one, ripped the wheel from the steering gear and brought down the main-spencer sail and all its rigging complete. Six men went overboard, including the cooper and the boatsteerer. The second officer died later that day of his injuries. A half-dozen men, hauling on tackles, were required to right the helm and get the vessel once again before the wind, and even so they could steer but poorly without the wheel. [From *The Friend*, April 15,

unusual

hazard, an ice field, reported as follows, from the *Northern Star* of September 24, 1836:

ICE IN THE PACIFIC Capt. Gardner of the ship Luminary, which arrived at this port, on Monday, from the Pacific Ocean, reports having fell in with large islands of ice on the 11th of June, in lat 54 [degrees] 30 [minutes] S, lon 95 [degrees] 30 [minutes] W. The ship appeared completely surrounded by these icebergs, which extended as far as the eye

The

rush of

hear of them. There is scarcely a doubt that they were carried down, or stove, by a whale. The names of the missing men are Elijah H. Davol of New Bedford, first officer; Samuel Williams, of Maine, steersman; George Wainwright; Thomas Congdon, William H. Spear, and John Sisson, Seamen. Congdon and Sisson were colored men.

Only several months later, the July 11, 1839 *Northern Star* reported the finding of the shoal:

TO MARINERS. VALPARAISO, March 23. - I take the liberty to inform you of a dangerous shoal, discovered by Charles Coffin, of the whale ship Benjamin Rush, - of Warren, RI, on the 11th July, 1839. Coffin Shoal, by good observation, was discovered in lat 10 [degree] 26 [minutes] S. lon 176 [degrees] 30 [minutes] W. Soundings were had in seven fathoms, and coral rocks were seen a quarter of a mile from the ship, even with the water's edge. It appeared to extend in length north and south 15 miles, and in breadth east and west about three miles, with the appearance of many dangers even with the water's edge.

One of the most unusual occurrences of all the whale ships was "The Remarkable Voyage of the *Benjamin Rush*." October 13, 1852-June 16, 1853. That is how the seventh voyage of the *Benjamin Rush* was described in the August 13, 1853 edition of the *Northern Star*. The author is unknown. The ship was gone from home for eight months and three days, and, during this trip, suffered more tragedy. According to the article:

In this time she had passed the Atlantic Ocean twice in its length, and made a circuit of the globe. During the whole of her absence, no person had been out of the ship, except in the boats when after whales. -They saw land but twice on the voyage, in both instances in the Atlantic Ocean.

They took two whales . . . one of which was killed by the common enemy of the whale,

called a 'killer.' In the attempt to take a third whale, not far from New Zealand, February 24th, the sad accident occurred...

as explained in the January 23, 1853 edition of the *Northern Star*:

Died at sea. 40 [degrees] 20 [minutes] S, 126 [degrees] 30 [minutes] E, Capt. John M. Munro of Bristol, and Henry King of New Bedford, William Belts of New York, and William Cooper, an English seaman, of ship Benjamin Rush. . . killed by a whale.

George Coomer, writing in 1887, explains the incident. The whale made its appearance near the ship after dark, and, against the usual practice, boats were lowered in pursuit. The whale changed position and the captain's boat came upon it suddenly and was crushed by a downward stroke of the whale's broad tail, killing the captain and the three men.

A letter from Capt. Littlefield of the *Chariot*, written at the Bay of Islands, New Zealand, and published in the June 4, 1842 *Northern Star*]:

...brings the melancholy intelligence of the loss of Mr. John Goff of this town. 'Mr. S., whom I esteemed so highly, is now numbered with the dead. On the 22nd of October, in lat 40 [degrees] 30 [minutes] S, and long 124 [degrees] E, while in the act of striking a porpoise off the martingale, he fell overboard. The ship was luffed too immediately, and a boat lowered, and got within 30 or 40 feet of him, when he sank to rise no more. His sufferings were short, for it did not exceed five minutes from the time he fell before the boat pulled up where the cold blue waters closed in over him. I think he must have been hurt by the iron or the ship, which caused him to sink so quick. It was blowing hard with a bad sea, and the ship was going before the wind at the rate of seven knots when he fell.

Several desertions were reported, including the two accounts that follow. The first one, reported in the July 8, 1848 *Northern Star*;

involved the Rosalie:

March 14. 500 sperm oil. One of the boat steerers and four men deserted with a boat and proceeded down the coast. They were heard of by the natives in the river Thames [New Zealand]. The boat steerer was apprehended, the United States Consul imprisoned him in Aukland jail, and was in hope to get the man and boat

Another desertion account was taken from the *New York Sun* and recorded in the June 24, 1848 *Northern St*ar as follows:

Lower California. From Marguerita Bay. Whalers met with poor success in taking oil. A boat's crew of seven men, having deserted from the Bowditch, of Warren, landed at a small town about 40 miles below the bay, where they were attacked and two of them killed. The remainder escaped and continued their voyage in an open boat to San Jose. Finding an American officer there, and fearing lest they be apprehended, they returned some way up the coast, where it is supposed they landed. One of them was heard from through a Portuguese. The fate of the rest in unknown. A large fleet of whalers, numbering in all 29 vessels, have been there in the past season.

An excellent account of one woman's whaling voyage, as recorded in her dairy, is Joan Druett's *She Was a Sister Sailor*, published in 1992. A section at the end of the book gives accounts of a number of women who sailed, including a few from Warren.

Another account of a Warren woman at sea with her husband was included in the *Time-Life* maritime series in 1979. This one, from "The Whalers," page 118, follows: William Mayhew's wife, Caroline, was a doctor's daughter. She was on his ship [*Powhatan*] when smallpox broke out. She refused to be shore on a nearby island, remaining to tend the sick, including her husband. Caroline nursed him back to health, meanwhile taking over the

ship's navigation. Finally she too was taken ill, but recovered. She was given gifts of scrimshaw in thanks by the crew.

Finally, another tragedy, this one not common, yet known to have occurred in a few other instances.

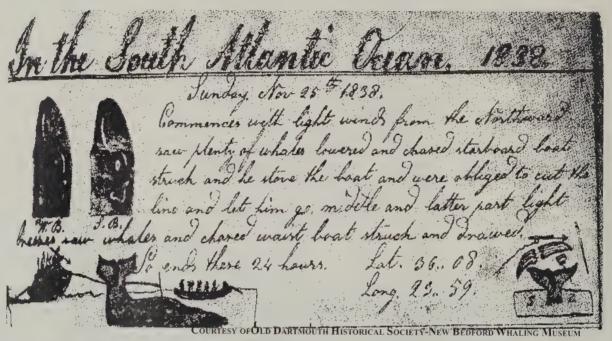
involving the hostility of Pacific islanders. From the *Warren Gazette* of September 20, 1851;

> MASSACRE OF **AMERICANS AT** LADRONE IS-LANDS. — The Reported Massacre of the Captain of the Whaler Boy and four of her Crew - By the arrival of the schooner Odd Fellow, from the Ladrone Islands, we have received an account of the massacre of the captain and part of his crew, by the natives of a small island, known as McCoskell's, belonging to the group of the Ladrones. The particulars were written for us, and subscribed to by Mr.

George Dawson, who was second officer under command of Capt. Luce. The occurrence mentioned took place on the 17th January last.

The sperm whaler Boy, of Warren, RI., arrived off the island of McCoskell, and was boarded by two men in a canoe, who, in reply to a demand for provisions, informed Capt. Luce, master of the ship, that the island only afforded green turtle, and that the natives were hostile to strangers, advising him not to land. Capt.

L., however, ordered a boat to be got in readiness and calling for volunteers, was joined by four of his crew, and accompanied by one of the strangers, who were sailors, and had been stopping on the island for two years. He gave orders to the first officer to



Detail of an 1838 log of the William Baker. The keeper of this log illustrated it with drawings of a whale hunt, including a whale harpooned from a small boat in the lower left and a boat stove in by a whale in the lower right corner.

send a boat for him in the morning, and pulled ashore. The ship lay off and on, and next morning a boat was sent for the Captain, in which was the other stranger, and also two natives, who had paddled off to the ship. On nearing the shore, the natives assembled on the beach, refusing to allow the boat to land. They were all armed with spears, and beckoned their comrades to join them from the boat, which they did. The sailor resident was then about to follow, when one of the natives warned him to

remain in the boat. They refused to hold any communication whatsoever with the crew; and Mr. Dawson, who went in command of the boat, rejoined the ship and related his adventures. Mr. Merry, first officer, then provided the ship's crew with arms, and the

boat was again sent ashore under a white flag. The men lay on their oars within a cable's length of the beach, where the natives continued to assemble. armed with spears, and threatening to attack if an attempt was made to land. Joseph Perry, the companion of the sailor who accompanied the captain ashore the previous evening, endeavored to gain some particulars from the natives concerning the fate of the captain and party, but was refused all information: and having stated his belief to the second officer that they had been killed by the natives, a fire was opened upon them from the boat. The relief party continued outside the reef until a signal from the

ship recalled them. Mr. Merry waited until dark off the island, when, receiving no tidings from the unfortunate party, he bore off for Ascension.

The names of the seamen who landed with Capt. Luce, were James Mackay, James Sweeney, William Taylor, and Edward Rien. There is no doubt that the whole party was massacred by the natives, who, perhaps, suspected from the absence of their two comrades on board the vessel during the

night, that they had been killed or detained as prisoners (Alta Calif., July 19) [another source says The Alta Californian, San Francisco, Aug. 1, 1851]

According to the February 28, 1852 Northern Star the names of the persons massacred are Capt. Obed Luce, James Sweeney, George Mackey, William Tucke and Ed Rodgers, all natives of the U.S., and Joseph Cowper of London.

Summary

Warren's period of greatest maritime activity, as described in the preceding pages, began in the 1770s and ended in the mid-1860s, due to several circumstances that occurred within about a dozen years.

The Warren Manufacturing Company began its operations in 1847, diverting money, energy and leadership into manufacturing. In 1855, a railroad was competed through town, facilitating the transport of goods. In 1859, oil was discovered in Pennsylvania, reducing the need for whale oil and, finally, in 1860, the Civil War began which disrupted maritime commerce and ended the cotton trade. By mid-19th century, technological changes to vessels were already underway and by 1850 steamers were commonly used to transport people on the Bay.

In addition to ending the cotton trade, the Civil War also ended most trade with other places. In 1861, the last Warren vessel traded with Cuba; European visits stopped in 1862 and last contacts by Warren vessels with China and Australia took place in 1863 and 1864

respectively.

Shipbuilding slowed. Two large barks, each over 800 tons, were built in 1863. Thereafter all Warren-built vessels were considerably smaller although the Coloma, a large bark, was built in 1869.

After the Civil War. large vessels, usually schooners. were used as bulk carriers, bringing in

coal and cotton for the mills and lumber and stone for construction.

In the early 20th century, when Warren's oyster industry was at its zenith, tons of oyster shells were shipped out. But the oyster boats themselves were steam powered.

Maritime activities that carried over from 19th century include excursions, not only on the Bay but also to Canada, the West Indies and Central America.



The drawing of the William Baker is another by George Gale of Bristol which appeared in the 1936 Providence Evening Bulletin series "Old Rhode Island Ships." The 224-ton vessel was built in Medford, MA in 1810 and came to Warren in 1832. It sailed to the West Indies, became a whaler making six cruises from Warren, four to the South Atlantic, one to the Indian Ocean and one to the Northwest Coast. In 1848, it was broken up in New Bedford.

> Today's work boats include the Wando River, a large oyster dredger that brings shellfish from the ocean for processing in the Blount Seafood plant on Water Street. A number of smaller craft go out for quahogs while others venture out for lobsters and finfish.

Although Warren's maritime activities have changed considerably in 140 years, the waterfront is still active and plays an important role in our town's life.



VINCENT MILLARD COLLECTION

This 1898 postcard shows the hub station on Railroad Avenue used by trains going to and from Providence, Bristol and Fall River. Both passengers and freight traveled this "shoreline" route which, in recent years, has provided the corridor for the East Bay Bike Path and a proposed bike path east to connect to ones being built in Massachusetts.

Transportation by

by Walter Nebiker

Ferries

From the earliest times, traveling any distance in Rhode Island, on Narragansett Bay or between islands and the mainland involved the crossing of water. Rhode Island's first major settlements were along the Bay or navigable waterways, so travel by water was both logical and expedient. The need for vessels gave rise to an important early Rhode Island industry - shipbuilding - and the ocean gave rise to an extensive maritime commerce. Overland travel was difficult at best. In many instances, the shortest distance between two points required a water crossing, and accessibility to islands such as Aquidneck (and its major seaport, Newport) and Conanicut were accessible only by water.

Although individuals owned boats and canoes, ferries offered an added convenience and provided some with a needed livelihood. The first, and for a while the only, means of crossing broader water bodies was by ferry. One of the earliest ferries of record connected the Tiverton shore with Aquidneck Island in 1640, only a few years after the initial settlement of Rhode Island.

Toogood's Ferry-Kelley's Ferry

Even though it is not known exactly when Warren's first ferry was established, Fessenden notes in his 1845 history that it was probably soon after King Philip's War when the Baptist meeting house was erected on Tyler's Point and residents of Brook's Pasture (as Warren was known originally) needed a way to get there. This ferry, where the Barrington-Warren

Bridge now stands, connected New Meadow Neck with Brook's Pasture. William Ingraham, the first ferryman employed by the town in 1678, was granted six acres on the east side of the river, on New Meadow Neck, in today's Barrington. Ferrymen traditionally lived on the west side.

In 1681 a petition was made for a highway through Brook's Pasture to the ferry.

Between October 1694 and December 1696, the court leased the ferry and land to Nathaniel Toogood, but William Ingraham and his son continued to operate the ferry for a while. Nathaniel got a five-year lease of the ferry operation in 1700-01. After his death in 1703, Nathaniel's son John took over.

Duncan Kelley followed Toogood as ferryman. Control of the ferry went to Barrington in 1717, when it was set off from Swansea. A 1720 deed refers to it as Toogood's Ferry; it was referred to by that name as late as 1736, but by 1725, when the ferry lot was again laid out, Duncan Kelley was the operator of the ferry and claimed the right to it as his personal property. After Duncan's death in 1736 selectmen granted the ferry license to Duncan's son John, for seven years. Possibly the ferry changed its name then.

In 1746, the Rhode Island General Assembly assumed control of the ferry. During the Revolutionary War, John Kelley was paid to transport soldiers across the river. In June 1792, another Duncan Kelley, proprietor of the ferry, was allowed to extend a warp across the river for a rope ferry. Two years later, Duncan received permission to erect a bridge at the ferry location.

Ingraham, Toogood and Kelley all lived on the New Meadow Neck side. Both sides of the river were controlled by the same ferrymen because the river was so narrow. Over the years the ferry at this location was called Toogood's Ferry, Swansea Ferry and Kelley's Ferry after its location and early ferrymen.

Carr's Ferry/Miller's Ferry

Another ferry was established a few years later, probably about 1700, from the foot of Washington Street in Warren, which was then called "the highway leading to the ferry over to Wannamoisett Neck." In 1711-12, Robert Carr, a shipwright recently arrived from Newport, purchased 14 acres of land fronting on the river from Robert Jolls and petitioned for a ferry over the Swansea River (as it was called then).

The property's northern boundary was the highway leading to the ferry. Reportedly, a ferry in the opposite direction had already been in operation for 12 years. This ferry privilege was inventoried in Robert Carr's estate in 1722.

In 1738, Robert Miller petitioned to run the ferry, and it was known as Captain Miller's Ferry until at least 1756. Miller owned an acre of land, with a dwelling house and a wharf adjoining Caleb Carr's property.

Caleb Carr, the son of Robert, married Sam Miller's daughter and lived at the foot of Washington Street, where he kept "a house of entertainment for man and beast." Because of his strategic proximity to Carr's Ferry, his tavern was "a popular resort of the better class of travelers who journeyed thro' Bristol County." Caleb ran the ferry for many years.

To facilitate travel between New Meadow Neck and the main body of the town to the west, a third ferry was established from the east end of Ferry Lane, about a quarter mile south of the present Barrington bridge, to the west bank of the Barrington River at the foot of Jenny's Lane. It was known as Martin's Ferry and was owned and managed by Col. Nathaniel Martin before and during the Revolution.

Ferry From Barrington to Warren

Ferries were named for their proprietors or for their point of origin. The ferry that ran from Col. Simon Davis' farm on Phebe Neck to the east (today's Warren) was known as Humphrey's Ferry and Martin's Ferry. The Davis Farm was called the Ferry Farm. The road through the farm leading to the Great Highway became today's Ferry Lane. This ferry was first run by Solomon Curtis soon after 1700. It was leased to Samuel Humphrey. who died in 1723 and whose inventory included a ferry boat. Edward Bosworth was probably the next ferry keeper. In 1738, Nicholas Davis sold the ferry lot with a dwelling house to Samuel Miller, who resided on the Swansea (east) side of the river. Miller died in 1748; on December 16, son Samuel sold the property to Edward Bosworth. Miller moved to the opposite side of the river. In 1751, Edward and Althea Bosworth sold the ferry property to Nathaniel Martin, a shipwright and mariner. Nathaniel and his son ran the ferry for some 50 years.

After Duncan Kelley obtained permission to erect a toll bridge at the location of his ferry in 1794, it is likely that both Martin's Ferry and Kelley's Ferry were given up, replaced by

carriage travel after the completion of that bridge. The last reference to the "lower" ferry is in 1798, but Bicknell, writing in 1898, said that foot travelers continued to be ferried over "within the memory of people now living." and the nearby Barrington River bridge were heavily decayed. The 1990 publication, *Historic Highway Bridges of Rhode Island*, published by the Rhode Island Department of Transportation, states:

Bridges

Despite the fact that a bridge spanned the Seekonk River as early as 1660, it would not be until a century or so later that bridges began to replace ferries.

In 1794, Duncan Kelley, proprietor of the ferry across the Warren River, was granted permission from the legislature to erect a bridge at



Kelley's Bridge, now the Warren Bridge, is pictured on this postcard from the early part of this century.

the ferry site. Because of occasional storms and its location at a narrow opening, the bridge was subject to damage, and seems to have taken a long time to replace, judging from several short newspaper accounts. For example, the March 8, 1856 *Rhode Island Times* reported that Kelley's Bridge was demolished by ice, only one pier of the bridge remaining. The October 31, 1873 *Warren Gazette* announced that Kelley's Bridge, an iron, timber and plank structure, was completed. A new bridge over the river was almost complete on April 11,1891.

By the early 20th century, Kelley's Bridge

The total deterioration of the previous Barrington and Warren bridges was one of the chief reasons for creating the Bridge Division within the State Board of Public Roads in 1912. Consequently, the Division made construction of new bridges at this site its top priority. With a total length of over one quarter mile, the crossing was a vital link between the towns on the eastern side of Narragansett Bay and the rest of the state. The Barrington and Warren bridges were the State's first large project. They took almost three years and \$200,000 to complete.

The 1914 report of the State Board of Public Roads boasted of the attention paid to aesthetics:

Curved approaches, granolithic walks, massive balustrades, concrete poles and bronze lamp brackets, produce an effect of simple beauty devoid of ornament.

One of the advantages of the new span was that it reduced "a violent tide of nearly ten miles per hour to a safe velocity for the navigation of small craft..." The report also cited the fact that these spans were "permanent" structures, but they, like their predecessors, were unable to withstand the rigorous New England weather, so much so that in mid-1997 they were closed to traffic, which was diverted over temporary structures until new spans will be completed.

Land Travel

Ferries and bridges connected land masses for travel in more or less straight lines. The first roads were little more than roughly-surfaced paths that skirted boulders, avoided swamps and meandered around hills.

Post Roads and Taverns

The term "post road" had its origin in France. It referred to a route over which couriers or letter carriers traveled, with horses posted at regular intervals for their use. Post roads and riders, and post offices, were established in Rhode Island by the General Assembly in June 1775 in Newport, Providence, Bristol, Warren, Tower Hill and Westerly.

By this time, three taverns had already been established in Warren: Carr's Tavern, the earliest, in1756, Cole's Tavern, in 1765, and Burr's Tavern, a bit later.

Warren Taverns

In an article for the *Providence Sunday Journal*, Virginia Baker wrote:

Away back in the good old days when Warren was a flourishing seaport, the now quiet little town was famous not only for its ships and shipyards, but for its hospitable taverns. The earliest hostelry of which we have any record, was the house of Caleb Carr, which in 1756, provided entertainment for man and beast and was, tradition says, a popular resort for the better class of travelers who journeyed through Bristol County. It stood near the foot of what is now Washington but was then King street; and the road leading to one of the two ferries which, at that period, formed the only mode of communication with the Barrington shore ran past its door. Indeed Carr's Ferry was as well and favorably known to the public as his comfortable inn.

Still more famous at a later date, were the rival taverns, Burr's and Cole's, situated on the turnpike leading to Bristol, the advantages of both as regarded location being about equal. The southward bound traveler naturally stopped to bait his wearied nag at Cole's while he who pursued a northward course, naturally drew rein at Burr's. Tradition jealously claims for each the distinction of having been considered, in its day, the best hostelry in New England.

Burr's Tavern, originally, was a modest structure and when first erected was occupied as a dwelling house. In 1766, Shubael Burr, the proprietor, built an addition to his inn comprised of an office, bar-room and dining room. He also purchased for 125 Spanish dollars the adjoining lot of land, which he converted into a smooth green lawn. On the north end of the house was a long piazza on which the door to the office opened. The main building was two stories high, with a gambrel roof and long narrow windows lighted by numerous panes of glass.

Many persons of distinction were honored guests at Burr's.

Among them may be mentioned Washington, Jefferson, Lafayette and Putnam. Gen. Washington and suite visited Warren, March 13, 1781, [en route Providence from Newport]

and were entertained at the expense of the State. The room in which Washington passed the night was, of course, the best in the house. It occupied the northeastern corner of the second story, and was a rather small apartment, with a single window commanding a view of Main and Washington streets. On the east or front side the roof sloped nearly to the floor, but the chamber made some pretensions to elegance. The walls and ceiling were frescoed, and the floor was painted to represent a carpet, with an elaborate centerpiece and a border of intricate design, of which brown and blue were the prevailing colors. The furniture of this room was of simple but substantial make. Upon the morning of his departure Gen. Washington was observed at an early hour pacing to and fro in the 'tavern lot,' as Mr. Burr's lawn was termed in village parlance, his hands clasped behind him, his brows bent, his whole demeanor indicative of deep and anxious thought, while a group of urchins collected on the sidewalk watched with awestruck faces his every motion. Doubtless these same youngsters had upon former occasions displayed an equal curiosity in the movements of 'Old Put,' and the 'Sage of Monticello." [Lydia Rogers, in a later manuscript history of the town, said that "In the RI record in 1781 the treasurer of the state was directed to pay Shubael Burr 12 pounds 12 shillings for entertaining George Washington and suite.]

The Marquis de Chastellux in the narrative of his tour of America mentions a visit paid to Warren, and pays a tribute to the hospitality of Burr's tavern, which he describes as being 'very good quarters.' He alludes to the prodigious size of Mr. Burr, his wife and children, all of whom were said to be living examples of the effect of the abundant good cheer which the tavern afforded

In 1778 when Warren was raided by the British, a party of Hessians visited Burr's Tavern. Mrs. Burr served them with a plentiful breakfast, and dressed the wounds of some who had been fired upon by the citizens. In

return for her kindness the soldiers broke her dishes and furniture, and appropriated such articles as suited their fancy. Before leaving they seized a quantity of milk, and, after compelling her boy Nathan to taste it as proof of its containing no poison, swallowed it with hearty curses between the draughts.

In 1775 a post office was established at Warren and Shubael Burr was appointed postmaster. He used to display uncalled for letters in a front window of his tayern, and it is related that, upon one occasion, a worthy citizen was highly incensed at finding his mail thus advertised, that he was with difficulty restrained from destroying the obnoxious sash. He was at length pacified by the assurance that the letters of the chief dignitaries of the village were similarly exposed to the public gaze. Another citizen to whom was addressed, during the term of Mr. Burr's office, the only letter he ever received in his lifetime, was so delighted that for a fortnight he refused to remove the precious epistle, being desirous the townspeople should also become aware that he maintained a correspondence with the outside world. The obliging Postmaster placed the missive in the center of the window, and for many days its owner enjoyed the triumph of hearing his name on every tongue.

Shubael Burr died in 1790. For a long period of time the old tavern stood unchanged, replete with memories of the past. At length it was divided into two separate buildings. The southern half was remodelled, but the northern portion remained almost unaltered until a few years ago, when it was demolished.

Cole's Hotel was erected in 1762. Its founder, Ebenezer Cole, was fourth in the line of descent from James Cole, the inn keeper of Plymouth, from whom 'Cole's Hill' derived its name. To the arduous duties of a landlord, Ebenezer Cole added the equally arduous duties of a Justice of the Peace. The early records of Warren show that he often performed the marriage ceremony. He was a prominent member of the Baptist Church, and his was one of the names subscribed to the call

to the Rev. James Manning by the church in 1764. When in 1784 the Baptist Society erected a second church edifice, to replace the one destroyed six years before by the British, Deacon Ebenezer Cole was appointed a member of the building committee.

In the good old days of yore the Fourth Commandment was more generally observed than it is at present. Our forefathers and foremothers were a staid sabbath-keeping people, who zealously sought to imbue their offspring with a spirit of reverence and sobriety. Perhaps the methods employed by them might be regarded nowadays as a little peculiar, but regarding their efficiency there can be no question. Now, some of the boys of Warren were less fond of sitting rigidly upright in the Meeting House of a Sabbath than of loitering about the tavern doors; and it is related that to hold them in check Deacon Cole supplies himself with a serviceable rawhide of more than ordinary length. This weapon, supplemented by the stout cudgel of good old 'Uncle Nick Cam'ell,' the Sunday Constable, kept even the most daring and irreverent at bay. Tradition says once upon a Lord's day a traveller from the land of wooden nutmegs chanced to pass through Warren and paused for rest and refreshment at the hospitable door of Cole's Inn. Whether the boys of Rhode Island were more unmanageable than that of other New England colonies history does not state, but it records the fact that the stranger was so alarmed by the cracking of the deacon's monstrous whip and the terrific oaths of Uncle Nicholas that, without waiting to quench his thirst, remounted his jaded nag and proceeded on his way with all possible speed in the firm belief that ere nightfall, the earth would open to engulf a town within whose limits such proceedings as he had witnessed were possibilities.

Cole's Hotel was famous for its cookery. In 1778 Lafayette assumed command of the ports about the Island of Rhode Island and for a short time was encamped on Windmill Hill in the northeasterly part of Warren. He became a frequent guest at both Burr's and Cole's and was not long in discovering the superior excellence of jonny cakes served at the latter hostelry. Indeed, upon one occasion, he and a brother officer engaged in a sort of jonny cake eating match, that for half an hour, kept the kitchen maids in a mighty bustle. Unfortunately, tradition has failed to preserve the name of the victor in this unique contest.

Ebenezer Cole died in 1799 at the ripe age of 84, and was succeeded by his son Benjamin, or Col. Cole, as he was generally termed. It was perhaps during Benjamin Cole's proprietorship that the old tavern attained its greatest honor and renown. Col. Cole added a spacious hall to the main edifice, thus meeting a need long felt in the village. This hall was utilized for every conceivable purpose. Here, during the tedious winter months, the 'singin' skew!' master fortnightly rallied his forces to the inspiring strains of Billing's martial psalm tunes. The old time singing school was a social function of the highest order. Everybody who could boast the procession of a 'tunable voice' was a member. The lads and lassies who used to assemble at the Colonel's hall labored under some disadvantages — the roaring log fire would often heat one end of the spacious apartment to suffocation, while the temperature of the other end was of arctic severity, the only light was that of tallow candles stuck in impromptu candlesticks of hollowed potatoes supplied by the pupils, the teacher was often but poorly qualified to fill his position — but despite these and other drawbacks, they enjoyed themselves amazingly. All sang together heartily, if not always melodiously, and no one thought any harm of occasionally sipping a glass of gin and loaf sugar to 'clear their throats' during the rehearsal of some unusually difficult passage.

All sorts of showmen exhibited their wonders in the old tavern hall. In the early part of the century the village was treated to the novel spectacle of a lion and lioness fresh from the African jungles. Crowds thronged to

view the animals, and the hall was packed to suffocation. Whether the lions resented the curious glances thrown upon them we have no means of knowing; but from anger or some other cause, they became greatly excited, and snarled and roared and lashed their tails, to the intense delight of the boys and terror of the women several of whom were borne shrieking and fainting from the room. In the antiquarian room of the Free Library is preserved a curious 'dodger,' advertising these beasts, which are described as being of 'majestic bearing' and 'respectable figure.' The cuts of the animals that adorn the bill, however, tempt one to doubt the veracity of the latter assertion.

Col. Cole's Hall played an important part in the political controversies of the centuries first quarter. It was the headquarters of the Federalists, as Judge Randall's school house was the rallying point of the Democrats. During the War of 1812, the 'party spirit' ran riot in the old seaport, nor was the feeling of mutual bitterness diminished by the cessation of hostilities. And so it came to pass that once upon a time quiet Warren witnessed a sort of duplicate Independence Day celebration. Preceded by their idolized company, the 'Federal Blues,' the Democrats paraded the principal streets of the village during the morning, and at noon assembled in the school house, where a sumptuous banquet awaited them. In the afternoon the Federalists, headed by the dashing Light infantry, made a similar tour of the town, after which they partook of a feast served in Col. Cole's incomparable style, and enlivened by addressed by 'speakers' imported from abroad for the occasion. Both factions had employed every means within their power to out-do each other, but it was generally conceded that the Democratic display hardly equalled that of the Federalists. The ire of good Uncle Nicholas Campbell, a staunch Democrat, was roused at what he considered the overweening arrogance of the Federalists. He accidentally discovered the fact that the eggs used in preparing the

banquet of the latter had been purchased of a member of the opposite party. 'What!' he exclaimed striking the ground with his heavy cane. 'a Fed. eat Dimmecrat egg? I hope he choke 'em. I sweer I do.' This wish, however, was never realized, and the choleric old Maltese sailor had the mortification of beholding the hated Feds triumphantly bear away the palm of victory.

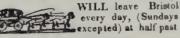
In 1826 Warren celebrated the 50th anniversary of Independence, and the citizens of the town, for once overstepping party lines, amicable assembled at Cole's Hall, where, as a newspaper of the period states, they 'sat down to a repast equal in style to any in the State, and sufficient in quantity to give an hundred Manchester weavers the apoplexy.' I doubt if the occasion was ever forgotten by any of the partici-

pants. 'Amid cheers loud and long, and a profusion of patriot-tick and social feelings,' the toasts were drunk, and very quaint toasts some of there were. Third in order was 'New England — The land of Yankee pies and Yankee hospitality' a graceful tribute to the excellence of the viands just discussed.

One might fill a volume with the legends of the famous old tavern. Its history might be

ARRANGEMENTS.
To commence on the 9th of May.
BRISTOL, WARREN, AND PROVIDENCE

STAGE



6 o'clock, A. M. and Providence, at four o'clock, P. M. until further notice.

Warren, 50 cents. Books kept in Providence, at Roger Williams Hotel, Manufacturers' Hotel, and at the Franklin House; Burges's Hotel, Bristol; Cole's Hotel, and at the Commercial Hotel, Warren.

N. B. This Stage arrives in Providence in season to take the Steam Bost Line for Boston.

may 7.

This advertisement for the stage appeared in 1831.

traced to a comparatively recent date, but space forbids. Its career was a long and glorious one. For nearly a century and quarter it stood one of the oldest and most familiar landmarks of a town replete with landmarks of the past. Few but have pleasant memories of its wide halls and narrow staircases, its wainscoted walls, its ponderous doors, its ample fireplaces. Not even the most ornate modern improvements could conceal its original severity of outline, and it remained to the last a plain substantial edifice. In March 1893, it was partially destroyed by fire, and at a later date was entirely demolished to make room for a more modern structure. But, though lost to sight, its memory is dear to the native Warren, who treasures the recollections of its former greatness among kindred memories of the past.

The Old Stage Coaches

Henry Peck, in his 200th anniversary volume, wrote the following history of stage coaches using material written earlier by George Coomer.

There is a romantic interest in the thought of those old stage coaches which formerly ran between Bristol and Providence. At what time they originated it may not be easy to say. No doubt the earlier mails were carried on horseback — the mails that told of the defeat of Braddock or the reduction of Louisburg.

At the commencement of this [the 19th] century, however, and probably some years previous, the stage coaches had become familiar objects to the people along the way. As the stage came trundling along from Bristol it would stop for passengers on the Neck, and on Saturday mornings the driver would throw out the Bristol papers at the front gate of each subscriber along the road. In Warren he would drive first to Cole's Hotel, then to the Commercial House on Market Street and next all about town picking up passengers and baggage per order. Very often a person who got into the vehicle at the Commercial House would have to be jolted east, west, north and south for a good half hour before the final start.

The stages always looked as if it would not

take much to upset them, and one fearfully cold morning one of them actually did capsize as it was whirling around the corner of Market and Main Streets right under the window of the old Northern Star office. The horses, glad of a chance to sit still, took the matter more philosophically than the passengers.

At Kinnicutt's Tavern in Barrington, the team was always changed both going and

WINTER ARRANGEMENT. OLD LINE.

Bristol, Warren and Providence.



Providence daily, (Sundaya excepted) at 9 o'clock, a. m., for Newport. Leaves

Newport at 9 a. m., Bristol at 12 1-4, and Warren at 1, arriving in Providence in time to take the Boston, Worcester or Stonington cars.

The Accommodation Stage will-feave Bristo at 7.1-2 o'clock. Returning, leave Providence at 3 o'clock.

[1] Bonks kept at the Old Line Stage Office, Bristol; Colo's and Commercial Hotels, Warren; National House, Providence.

G. R. KLNNICTTT, Proprietors.

This was the winter schedule for the stage as advertised in the newspaper.

coming. In Providence the same process of picking up a load was gone through as with Bristol and Warren; so that one who took his seat beside the driver at the Washington Hotel would have a chance to see a great deal of the city before passing India Bridge.

The stages were seldom crowded — seven or eight passengers being the usual complement, while sometimes there would be only one or two. It was only on the Fourth of July and other great occasions that the old coach was put to a strong test. Then a dozen people would be packed inside and half as many outside. In spring, summer, or fall it was

pleasant to take passengers in such a conveyance for it was never in a hurry, and gave ample opportunity for thought and observation. In winter, however, the case was different for it was liable to get stuck in snow-drifts or mud of the January thaw.

How many faces that will never look upon earth or sky again have gazed from the windows of those old coaches! What important

matters have been discussed upon the road at the very time of their occurrence — the bank veto of Jackson, the election of Martin Van Buren, the hard cider campaign of Harrison, the Dorr rebellion.

All trades and professions were represented among those who passed to and fro. We can fancy the Warren shoemaker coming home from Providence with his roll of leather on the top of the stage, telling perhaps that he gave 22 cents a lb. for it - the Warren sailor boy, just arrived at Fox Point in a cotton ship and wondering how the black berage, flounced with a white tulle overskirt, and gored with a wide hem in the arm size, is going to look on her.

The last few years of the stage coach era of Warren were marked by a lively competition which began about 1850 when the steamboat Argo entered the transport field with a Warren-Providence service. This was soon complicated when a rival steamer, the



Burr's Tavern, pictured here, was at the corner of Main and Washington Street and is now the Journal office, a video store and Rod's Grille.

Miantonomi, appeared on the scene, resulting in a gradual slashing of the fares all around — the Argo's fare getting down to six cents at one time to meet her rival's drop to 12 cents. The stages had come down from half a dollar to 37 cents and then to a quarter, but refused to descend lower, no matter what. Even a third steamboat, the John R. Vinton, tried to edge in for a while 'but it was up-hill work to which the first blast of the railroad locomotive mercifully put an end.'

In 1997, the former Carr's Tavern is a residence, Burr's Tavern site is occupied by a newspaper office, a branch of the Providence Journal and the structure that replaced Cole's Hotel is known as the Tayares Block.

The Railroad

The Providence, Warren & Bristol Railroad was the fourth established in Rhode Island. The first one, in 1835, connecting Providence with Boston, was almost entirely in Massachusetts. The line to Stonington, CT, was opened in 1837 and Worcester was made accessible from Providence in 1847.

Henry Peck penned the following version of Warren's railroad history in his 1947 volume:

The fourth day of July, 1855, was celebrated in Warren by the first railroad train in its history chugging into town. At last the long anticipated railroad was an accomplished fact and the stagecoach was in discard. The first train for public use pulled into town July 12 with engineer Solomen Dodge at the throttle of the Providence, Warren and Bristol's first locomotive, the 'Hyde Park' and conductor S. H. Nason in charge of the train.

The Providence, Warren & Bristol Railroad Company was formed Nov. 16, 1854 by the union of two companies of the same name, one of Massachusetts, and the other of Rhode Island. The Boston and Providence Railroad Corporation operated the road, which had financial difficulties from 1855 to 1860. The P. W. & B. operated itself, 1860 to 1891; the Old Colony Railroad Co., under a lease, 1891 to 1893, when the New York New Haven and Hartford R. R. Co., took over the lease which today [1947] has forty years more to run. The Fall River branch was put into commission on April 3, 1865 and was operated originally as the Fall River, Warren and Providence Railroad Co.

The old engines of the P. W. & B. had personality. Beside the Hyde Park, there were the Mt. Hope, L.M.E. Stone, Wm. Goddard, Annawomscott, S.W. Church, F. M. Weld, and General Burnside, with old fashioned wide topped smokestack, 'who' in the 1880s pulled the freight train into Warren at 2 p.m. on Saturdays. Very likely some of the earlier engines on the line had similar smoke emitters. And also there was the Pokonoket, which scorned the use of turn tables, being a 'double ender.'

Some present Warreners remember old



VINCENT MILLARD COLLECTION

This 1940s view of the train station north toward Barrington shows the number of tracks this hub station needed for lines to Providence, Fall River and Bristol.

conductor Burnham who served the line for many years and conductors Byron Fish and his natty beard, Walter Talbot and 'Brad' Bosworth, of the ample proportions. William J. McCaughey, of Warren, was a trainman and conductor on the road for a long period. In 1900, the P. W. & B. was electrified and people amused themselves for some time by joy riding on the new 'Consolidated,' as it was called. The Consolidated proved very generous and ran trains every half hour, but eliminated many when the bus service was inaugurated. The Suburban trolley line through Warren began operation also in 1900 and continued until superseded by the bus system.

In 1903, the old Fox Point station in Providence was replaced with a brick structure and on November 15, 1908 P. W. & B. passengers bade Fox Point an unregretful good-bye and

were delivered through the new tunnel, to the Union Station. On September 21, 1938 the railroad said good-bye to all the passengers, unexpectedly but perforce. Eventually a one track road from Providence to Bristol was restored from the ravages of the hurricane and a 'daily except Sunday' freight train was put on and still operates [in 1947]. Altho' there was much agitation over a long period to effect such a result, no passenger has been transported on the P. W. & B. since that fateful September day.

The end of the line came in the 1960s, when freight service ended.

In the 1990s the corridor through which the train tracks ran became the East Bay Bike Path, linking Bristol County with East Providence and Providence.



COURTESY-MANUEL AND BERTHA LIAL

Manuel P. Lial riding on an Acme harrow behind a team of horses circa 1910.

Agriculture

Warren, situated on a coastal plain with gently rolling hills, contained some of the Plymouth colony's prime agricultural land.

The forests furnished wild fruits and nuts, the rivers and streams provided fresh water to drink, the bays yielded seaweed and fish for fertilizer, and the shores supplied salt meadows for grazing and haying. Hay rights to salt marshes were among the earliest grants to the colonists from the native Americans. Salt hay was especially prized because it would keep as winter fodder and its salt was an important dietary supplement for the farm animals.

Warren's coastal land, where the first settlers established their homesteads and planted their gardens, combined light but fertile soils with a high water table.

By 1746, the principal pursuits in Warren were farming, fishing and petty maritime ventures.

Nearly all of the earliest families cleared fields, raised crops, set out orchards and kept livestock. Life on the farms was a routine of work regulated by the seasons. Since farm technology remained rather simple in the 18th century, a few basic implements were all most farmers had. Warren farms produced livestock and small amounts of fruit, vegetables, grain and dairy products for market; in addition, many farmers brought in extra money by harvesting their forests for firewood and wood to be used for shingles, barrel staves or furniture.

The 19th century brought great changes to the business of farming. As Rhode Island was transformed into an industrialized, urbanized society, the influx of immigrants provided an

expanding market for farm produce.

In Warren this was reflected by an increase in the number of people employed on farms. Between 1850 and 1860, census figures indicate that the number of farms rose from 36 to 47. However, most farms were small: only 15 farms including the Warren Asylum worked more than 50 acres of land. Alfred Bosworth II owned the largest and most prosperous farm with 180 acres of improved and 100 acres of unimproved land valued at \$8,500, farm implements and machinery valued at \$400 and livestock valued at \$982. The farm of Bitzel Chase ran a close second: Edward Cornell's farm was third. The Mason, Coggeshall, and Gardner families farmed most of the Touisset peninsula.

The 47 farms boasted 56 horses. Other livestock were mainly cows and swine and some oxen and sheep. Farm implements of this era consisted of hoes, rakes, harrows, pitchforks, shovels, plows, carts and lumber wagons. Most farms raised rye, Indian corn, oats, Irish potatoes and hay. A few farmers still kept orchards or market gardens. In 1860 Warren farms produced 589.5 tons of hay and 7545 pounds of butter marking the farmers' concentration on dairy products.

However, successful agricultural practices had a dark side as the unusual number of deaths from dysentery in 1860 was attributed to wells being less pure from the salt mud, salt marsh and fish used for fertilizer. The census notes that those who drank rain water retained their usual good health.

Generally, in the last half of the 19th century Warren's agricultural output increased,

especially in dairy products. More productive cows were bred, and they were better fed and cared for. In 1895, Warren's 345 cows yielded 168,000 gallons of milk. Cream and butter were also manufactured.

Despite expensive mechanization and changing social conditions, agriculture continued to be part of Warren's character and quality of life as farming evolved in the 20th century. This century brought the heyday of the dairy farms as large herds of cows dotted Warren's rural landscape. Scientific breeding and feeding practices further enhanced the milk-producing capacity of the cows, and demand for milk increased as population increased throughout this century.

Even as late as 1985 the inventory of Bristol County Farmland by the Eastern Rhode Island Soil Conservation Service found that Warren had more acres of prime farmland than either Barrington or Bristol. Much of this land was in pasture, silage or hay, and a small percentage was used to grow vegetables. The few fields in Touisset devoted to nursery stock marked the beginning of a new agricultural trend.

Toward the end of the century, the rigors of dairy farming and competition from other areas of the country led to the conversion of dairy farms to riding and breeding stables, nursery and Christmas tree farms, greenhouses and landscaping companies, residential and commercial developments, or recreation and conservation areas. The following stories of five representative farms illustrate the course of the life and business of farming in Warren over the past century.

Lial's Reservoir Farm

Lial's Reservoir Farm was started in 1890 by Manuel Pereira Lial, a Portuguese immigrant who bought a house and 13 acres on Windmill Hill from the Walford family. The land was cleared by Mr. Lial and a helper working with a plow behind a team of horses, at times plowing only one furrow a day because of rocks and roots. Eventually stone walls built with boulders removed from the soil divided the small fields. Mr. Lial grew vegetables and strawberries, raised hens and had a herd of thirteen cows that he milked by hand. Adding the western portion of the farm running toward the Palmer River increased his holdings to 49 acres. In later years his son and grandson. Manuel Lawrence Lial, Sr. and Jr., removed the stone walls to expand the size of the fields. They had as many as 44 cows and 25 heifers, grew mostly hay and corn, and farmed additional rented land to feed their herd.

In 1909 the Lials and other landowners, including the Labut, Bettencourt, Coristine, Brown and Soares families, donated land along the tidal Kickemuit stream to create the Kickemuit Reservoir which gave the farm its name.

The name Reservoir Farm was first used in the 1920s, during the lean years of the Depression, when the Lials operated a milk route, delivering milk and eggs to customers in Warren. Along the route they, like many other farmers, poured milk, cream or skimmed milk from large cans directly into their customers' own containers. In 1925, Warren's Inspector of Milk, Mary C. Crowell, granted licenses to 78 milk dealers, some from other towns. Appearing before the Town Council, she requested legislation requiring milk dealers to have their



COURTESY- MANUEL AND BERTHA LIAL

Manuel P. Lial, his wife Mary Bettencourt Lial and their daughter Mamie stand in front of their farmhouse, a horse hitched to a tip-cart and a farm dog beside them, circa 1895. The large Black Walnut tree remained in front of the house until the hurricane of 1954.



COURTESY-MANUEL AND BERTHA LIAL

The original farmhouse was expanded with a second story and other additions. Notice that the roof line of the buildings attached to the farmhouse is the same as in the circa 1895 photograph. A larger barn, silos and numerous outbuildings completed the modern farm, 1994.

product bottled in sealed containers before it left their milk rooms. Her suggestion failed because of concern about the expense to farmers and because the council members preferred milk delivered into their own pitchers rather than in a bottle. Nevertheless, by the 1930s farmers were required to use bottles.

Reservoir Farm's customers usually left their money on the doorstep under the empty bottles. When pasteurization of milk was encouraged, the Lial family decided to concentrate on farming and to sell their milk to dealers who ran dairies. Although many customers had needed to buy on credit when money was short, the Lials closed their milk route in 1948 with no outstanding accounts.

Farming is always subject to the vagaries of the weather, but the hurricane of 1954 created tremendous hardship for Reservoir Farm. Because electricity to pump water was out and the reservoir was polluted with salt water driven inland by the storm, the Lials carried water pumped by hand from the farm's well to their cows. Since each cow needed 12 gallons of water a day, a tractor was soon rigged to activate a large pump and eliminate the work of carrying water.

After Manual Lial Sr. passed away at 68 years of age, his son Manual Lial Jr. ran the farm for another 13 years. Faced with the need to expand the operation to remain profitable, he and his wife, Bertha, decided in 1981 to sell the herd and some of the equipment and devote the farm to boarding heifers and growing hay for feed and for use on construction sites. Some of the fields were rented to other farmers who grew vegetables.

Rockland Farm

Rockland Farm on Touisset Point came to the Rodrigues family from William and Mary Coggeshall with whom they had farmed since the early 1900s. Antone Rodrigues Sr. taught his two sons, Tony and Bill, to use a hand plow behind their horses Joker and Franny. They raised sheep, turkeys, chickens and ducks in addition to milking 25 or 30 cows. In winter the boys accompanied their father by sleigh to deliver big jugs of milk to Massachusetts. Their home had a hand pump in the kitchen and an outhouse in back well into the 1930s.

Although Bill went to business school, he and Tony chose farm life. Bill married a town girl, Mabel Rose, whose parents, like many others in Warren, grew fruit trees, raised a few chickens and rented land for a vegetable garden. The farm gave them a good life. On hot days when the men were cutting hay along the Kickemuit, the women would bring the younger children and a picnic, the older kids would come by boat, and all would take a break and a cooling swim at lunchtime.

Despite hard work and some hard times, they always had enough because they raised all their own food. Fruit included figs, quince, apples, grapes for wine, raspberries, elderberries, blackberries and the wild blueberries which grew everywhere in Touisset. The women's "strawberry money" came from fruit that didn't end up in jam or pies but instead was sold to Chellel's Market in Barrington. The farm yielded sweet and white potatoes, corn and turnips, the bulk of which was marketed in Providence. Beef for the table was augmented by scallops, quahogs and clams from the Kickemuit.

By the 1950s the Rodrigues brothers' herd of approximately 100 cows was mostly Holsteins and Jerseys with some Longhorns and Guernseys, all bred by artificial insemination. Wheat, barley and corn not sold at market were ground for silage. Life on the farm, however, was not without disaster; the hurricane of 1954 ruined the corn harvest and knocked down their barn. A fire on November 1, 1956 destroyed the new barn full of hay, a new generator and a new hay loader, but, fortunately, no animals.

Over the years, the Rodrigues children settled in homes on the farm to raise their own families. The farm animals and equipment were sold in the late 1960s and the land and buildings devoted to landscaping businesses.



Milk cans like these were used to store and transport milk until the early 1950s when they were replaced by large refrigerated tanks.

Manchester Brothers' Farm

At a time when the Rhode Island State Planning Board found that the average size of farms in Rhode Island was declining from 85.3 acres in 1890 to 71.1 acres in 1935, the Manchester family purchased Chace and Tinkham farmland, later adding Cole and Gardner property, to amass the largest modern farm in Touisset.

The five Manchester brothers, Alfred, Horace, Preston, Ralph and William, worked the dairy farm together, but each specialized in one aspect of the operation.

After parents Louise and William A. Manchester died, their son Bill took over the general management of the farm and the paperwork, including registering and naming each of their purebred Holstein and Brown Swiss cows. Heifers were kept in the old stone barn while the large addition built in the 1940s accommodated approximately 100 milking cows and 20 calves. Alfred was in charge of caring for the calves.

Under Ralph, who supervised the planting, the Manchester brothers raised corn for silage and hay for pasture. The farm machiner

pasture. The farm machinery, including four or five tractors, a hay baler, a tetter to make the

rows when planting, a harrow, corn and grass choppers, a hay elevator, a plow and a bull-dozer, was maintained by Horace. To improve the production in some fields, irrigation pipes were laid and water was pumped from manmade ponds. In both 1951 and 1952 the Manchester Brothers' Farm won the New England Green Pastures award for outstanding pasture improvement. Nevertheless, the feed

COURTESY-PHYLLIS MANCHESTER-MASTEKA

Three of the Manchester brothers, Horace, William and Preston, bale hay on their Touisset farm, 1981.

grown on the farm needed to be augmented periodically with purchased hay. Arrival of the

large trailer loads of hay down narrow Touisset roads was an event that drew all the farm workers to observe as the truck maneuvered into the barnyard to unload.

During the 1950s Preston delivered milk from the farm every other day on a local milk route. A bottling machine installed in the barn filled and capped 12 bottles at a time. The milk bottles, bearing the label Great Oak Farm,

were packed in crates and stored in a chest cooled by refrigerated water until they were delivered to residential customers.

As the price of milk declined and the brothers aged, they turned from dairy farming to raising beef cattle. After the cows were auctioned in August of 1981 the Manchesters raised whitish-tan Charolais, eventually building a herd of approximately 100 animals.

Over the years, the Charolais herd gave way to registered Hereford cattle and Percheron work horses, the barns were used to board riding horses, some of the fields were leased to grow nursery stock

and vegetables, and other fields were planted with Christmas trees.

Chace Farm

Robert Lincoln Chace, the youngest of eight children raised by William and Mathilda Chace on their Poverty Corner Road farm, and his wife, Doris, purchased a farm of about 100 acres on Birch Swamp Road from E. Ward Mason in 1946.

Ward Mason, a large bear of a man, had owned Wigwam Hill Farm, named for the shape of the outcropping of ledge behind the main barn, since the early 1900s. However, farming on this site had a long tradition as witnessed by a copy of the 1697 deed that hangs on the Chaces' kitchen wall. This deed conveyed "thirty one acres and one quarter of an acre" from Obadiah Bowen for "the sum of fifteen pounds current money of New England in hand well and truly paid" to Joseph Mason to expand the Mason farm.

Robert Chace, for 20 years, until his death in 1967, ran the outside farm operations while Doris raised their six children and kept the books. During those years additional acreage to the north and south was purchased from the Robinson family, heirs of some Mason land. Other purchases of land brought the total to approximately 250 acres, about half in Massachusetts.

The Chace farm raised sweet corn, rhubarb, hay and silage and rented other farms to increase production. Because machinery was scarce, planting and harvest took the efforts of family and relatives and sometimes as many as five or six hired workers. Even into the late 1940s, the rhubarb field was worked by a man guiding a horse-drawn plow, and cow paths were cleared by hand with a shovel. The proud purchase of a dump truck in 1947 eased some chores, but cut hay was still tossed by hand into

the truck to be brought back to the barn where bunches of loose hay were then hoisted by pulley into the loft. Vegetables were taken to market in Providence or Boston.

The Chaces also raised chickens for market and bred and raised their own cows.



COURTESY-DORIS V. CHASE

A worker on the Chace Farm on Birchswamp Road uses a horse-drawn plow to cultivate rhubarb, 1948.

The milk was kept cool by storing the filled cans in large, lead-lined boxes cooled by water. May of 1946 brought a new bulk tank to store and cool the milk. Milk production that month averaged 2,451.37 pounds per day which was sold to regional dairies.

Over the years, the herd was increased to 110 cows. As they concentrated more on the dairy herd and that grew bigger, planting other than feed grew smaller.

After Robert's death, Doris ran the farm for an additional 20 years, retiring by selling the development rights for 142 acres in Warren to the state of Rhode Island in 1985 and selling the development rights for 127 acres in





COURTESY-DORIS V. CHASE

Top photo, Robert Chace poses with his new bulk milk tank; then, bottom photo, it is shouldered into the milk storage shed, May 1946.





COURTESY-DORIS V. CHASE

In 1939, the year after the Great Hurricane, a bumper corn crop was harvested in September on the Chace Farm on Poverty Corner Road. The corn, which was twice the height of workers, was cut by hand with a scythe and hauled back to the barn where it was fed into a chopper.

Swansea to Massachusetts in 1990. Her son, Robert, retained the herd of 110 cows, with an average production of 2509.13 pounds of milk per day, and ownership of the Rhode Island

land. Individual lots had been set aside for the other children. Doris, who owned the first farm in Rhode Island to be protected from future development and the first farm in the United

States to be protected in two states, says, "I would have nightmares to think of a housing development here. It's best to keep the farm intact."

Haile-Nunes Farm

the land he had acquired as his share of the division of Swansea.

When the farm was sold to Richard Haile, Jr. in 1708, the deed enumerated house, orchards, fences, woods, gardens and six acres of salt marsh on the Palmer River. Following Richard Haile's death in 1718, the inventory of his estate included the farm's livestock: 80 sheep, two oxen, five cows, seven two-year old cattle and two horses. The number of sheep reflected the Narragansett Bay region's position as the center of New England sheep raising. The farm passed to Aaron Haile and then to his only son, Levi Haile, and remained in the family until the end of the 19th century.

After purchasing the main buildings and farmlot, Manuel Nunes added a field to the south, some salt marsh along the Palmer River and a piece of property on the east side of Market Street. Rented fields in Swansea and Warren were sometimes planted with corn that was custom-grown for other farmers. Following Manuel Nune's death, his son George Nunes, Sr. moved his family from their farm in Rehoboth to live with his mother on the Warren farm.

For the three generations who lived there together, life on the farm in the 1940s and 1950s revolved around daily chores divided by age and sex.

In the early 1900s Manuel A. Nunes purchased a farm on Market Street which included the house formerly owned by the Honorable Levi Haile, judge of the Rhode Island Supreme Court, and the barn which had been the horse stable for the Warren police and had been relocated from its site near the Town Hall.

The main part of this farm, sometimes referred to as the Haile-Nunes Farm, has a long history. The land was part of a grant to Obadiah Bowen, one of the Swansea proprietors when that town was incorporated in 1667. His farm, in Warren after state boundaries were shifted, was established as early as 1685 on some of



COURTESY-DORIS V. CHASE

Silos like this one on the Chace Farm circa 1955. dotted Warren's rural landscape when farms were prevalent.

Girls did housework as well as some work around the farm. Younger girls picked eggs from the chicken's nests and fed the pigs; older girls drove the truck during harvest to pick up hay or corn from the fields. Boys as young as 6 fed the heifers and other young stock. By the age of 8, boys milked the cows by hand before going to school and cleaned the animals' pens.

Feed for the herd of between 50 and 55 cows was augmented by brewer's grain and citrus pellets which were shipped by railroad and unloaded at the station on Franklin Street. In addition, bread was trucked to the farm from the Sunbeam bakery in New Bedford.

Because feed affects the taste of the milk, the cows' diet was carefully monitored. In fact, the beef cattle raised for the house were regularly fed a small glass of vinegar to sweeten the meat. George Nunes, Sr. believed that if you feed two pigs, you might as well feed four, so pigs were raised both for family use and for sale.

Winter work included repairing and maintaining machinery and cleaning up for spring. Cows needed to be fed and cleaned year around. Cutting, splitting and stacking wood was a chore that continued until 1962 when the wood-burning stove was replaced by an oil burner. Nevertheless, winter did leave a few more hours for friends and for church on the weekends.

The grandmother of the Nunes clan baked bread and cooked traditional Portuguese dishes such as malassadas and bread pudding for the holidays. Making grape wine for feasts and friends was a family endeavor because the children turned the cranker to grind the grapes and the press to squeeze the juice.

In 1988, the Haile-Nunes farm to the west of Market Street was sold and eventually developed as housing and industrial areas with the old farmhouse preserved in an historic zone and 55.49 acres protected from development by a conservation easement granted to the Town.

However, George Nunes, Jr. retained the property on the east side of Market Street, added additional acreage and opened Choppy's Garden and Nursery Center.

He says that his business of tending plants and shrubs, serving the shop's customers and delivering mulch, loam and stone requires the same long hours as his younger days on the farm.



JOHN P. MENTUS

The Wando River, seen in a recent photo, collects ocean quahogs from the ocean bottom, mostly in waters off southern New England, and brings its cargo to Blount seafood on Water Street where the shellfish is processed and used in Campbell's and Snow's soups. Built in 1950 in Florida and purchased for use in Warren in 1977, this 180-foot long vessel employs a massive hydraulic, scoop-like dredge which is towed along the ocean's bottom at a depth of up to 180 feet. The Wando River has a large hold. In 1980 she returned to port with 2,000 bushels of quahogs that weighed 180,000 pounds.

The Oyster Industry by Walter Nebiker

Oysters have been harvested in Narragansett Bay since the coming of the first human inhabitants. In the recent past, there are records of oysters being sent from Warren to Connecticut during the Revolutionary War.

An advertisement in the February 3, 1849 *Northern Star* said that "James B. Barrows has taken an Oyster Saloon one door down south of Cole's Hotel." The *Warren Telegraph* reported on October 24, 1859, that there was "Considerable excitement in town during the past week [over the] appearance of about 100 boats. Anchored near Kelley's Bridge over a bed of oysters discovered two years since. More than 1,000 bushels had been taken during the past week."

According to Capt. Byron Blount, who wrote "The Blount Story," a series of articles printed in the *Barrington Times* and the *Bristol Phoenix*, the state of Rhode Island collected \$61 in leases for oyster beds in 1864. This was the "virtual beginning" of the industry, which grew enormously after that. In 1912, oyster bed rentals statewide totaled \$133,341.

The heyday of the oyster industry was during the early decades of the 20th century. The November 1910 issue of the *Providence Board of Trade Journal* summarized the status of the industry in Rhode Island in an article entitled "The Superior Rhode Island Oyster." By that time, Providence had been a great and leading oyster center for generations. "Narragansett Bay [was] especially fitted for oyster culture, its waters being conducive to a superior quality of shellfish."

The Providence River and Narragansett Bay oysters were long popular in the principal

Boston and New York restaurants well before they were sent to more distant places. In the early part of this century, many oysters and shells were carried from Rhode Island to Connecticut in sailing schooners.

When the industry began to flourish, there was a concentration of oyster houses in Warren because of the deep water along the shore of

the Warren River and the sheltered harbor. The greatest expansion of the industry occurred after 1900, following the introduction of the mechanical dredge. In 1911, oysters contributed more than 50 percent of all the income from fishery products of the state. Per acre production was the highest in the nation.

Capt. Blount gave a vivid account of the comings and goings-on of this industry in its heyday:

Warren boomed to where there were ten businesses on the Warren River front, and two in the Kickemuit

River. There were two on the Barrington side of the river. It was quite a sight on mornings when the boats all headed out to the oyster grounds. Some of the boats handled only a few hundred bushels while some carried up into the thousands.

During June and the first three weeks of July the companies planted their grounds with

mountains of shells accumulated from the season before. The shells provided a place for the spat.

Sometimes larger barges were used for this work and 60 to 70 men with wheel barrows and shovels went about the task of loading them. Upwards of 20,000 bushels of shells were carried down the river by this



WALTER NEBIKER COLLECTION

Workers in an oyster house.

means in one load.

Watching the beds was quite a problem, and all methods of caretaking were used against poachers. Watchmen were stationed aboard moored patrol boats and in watch shacks on shore. Some lease holders owned large searchlights, which played on their ground from shore.

Several hundred were employed at the height of the season in Warren, most of them as shuckers. Many of the big men in the industry were prominent in town affairs: Frank Smith authorities were trying to get cities and towns to treat their sewage properly, but that only Warren had responded actively. A number of oyster houses were sited along the shore of the



WALTER NEBIKER COLLECTION

This photo by Henry Peck of the Warren River waterfront shows the Beatrice, named for a daughter of F.V. Brown, a fish market owner. This typical, wooden-hulled oyster boat of the early 20th century, was far smaller than the Wando River and was used on relatively quiet Bay waters. Against the sky, just right of center, is the tower of the old St. Mary's Church.

was in the legislature, and there was Dr. T. H. Connelly, Capt. John Smith, George Greene, Capt. Claude Bradley, Ed Madison, Ed and Joe Brown, George Corvo, Jack Goodspeed and Al Wheeler.

Some of the families who came here from Long Island are the Eatons, Hunts, Petersons, Blounts and Buckinghams.

In 1910, pollution of the oyster beds became a major concern. The *Providence Board of Trade Journal* reported that state Warren River.

The plant of B. Buckingham's Son had been here since 1902, when it purchased the Barton Wharf and built its house. The firm was started in 1869 by John Buell Buckingham of Barrington, who first established his oyster business in Drowneville, West Barrington.

Buell's son, Erastus M., joined his father in 1881, taking over the firm in 1900.

Oyster seed was obtained each year from the Providence River beds and deposited in

beds leased from the state. Buckingham's had 200 acres of beds under lease all around the bay, off Nayatt, Conanicut, Quonset, Rocky Point and Patience Island. The firm owned the powerboat *Flora*, which had a 1,200 bushel capacity and employed 30 men. Oysters were harvested by men in skiffs using hand-operated tongs, a custom that still prevails today. Each skiff-full of oysters was rowed ashore, picked up by horse and wagon, and carried to the oyster shop for shucking. Oysters to be shipped to market were taken by wagon to the Drowneville railroad station, then to many destinations in southern New England.

The oyster house of H. & R. Atwood, located in Warren, was one of the oldest on Narragansett Bay, dating back to 1826 when David Atwood established himself as "purveyor of bivalves." He remained in business until 1854, when he was succeeded by his sons Hicks S. and Rufus K. Their headquarters were in Boston, but they held Rhode Island beds for years and were interested in others in Chesapeake Bay and a packing house at Norfolk, Virginia.

Two years before his death in 1890, Hicks disposed of his interest in the family business to Rufus Atwood, who ran the business under the old firm name, which later was continued under Rufus' two sons. In 1909, the firm "completely revolutionized its plant, employing every appliance that could be used or asked by the federal and state authorities." In 1910, the firm had between 300 and 400 acres of beds in Rhode Island and 500 acres in Long Island Sound, in Connecticut waters. It owned the powerboat *Pocahuntus*, with a capacity of 800 to 1,000 bushels capacity and employed 40 to 50 men at that time.

Dr. Thomas H. Connolly started the

Massasoit Oyster Company in Warren in 1900. In 1910, it had 475 acres under lease, employed from 30 to 35 men and had two powerboats in service, the *Bessie* and *Jennie*, each with 600 bushels capacity.

The R. R. Higgins Company, established in Boston in 1828 and incorporated under Massachusetts law in 1904, built a large packing house in Warren in 1901. In 1910 it had two boats, the 500-bushel capacity *Maria Inman*, and the *John Stewart*, which could hold 1,200 bushels of oysters.

George T. Greene, Jr. was a veteran oysterman. He began in the business in 1886 and in 1896 built his "commodious" culling and packing house at the foot of Beach Street, to which he made extensive alterations in 1909. Greene had 315 acres of beds under lease and made a speciality of Narragansett Bay and Warren River oysters, shipping directly all over the country. His powerboats were *Maria*, with a 600 bushel capacity, and *Alice*, which could hold 125 bushels. He employed up to 252 men.

The largest increase in oyster bed rental was from 1906 to 1912. In the latter year, 20,846 acres were under cultivation, held by 97 leaseholders, the largest of whom was the Warren postmaster, Benjamin B. Martin, who held 4,728 acres for the H.C. Rowe Company of Connecticut since only Rhode Island residents could then hold leases.

The Rowe Company, possibly the largest in the country, owned the dock at the foot of Baker Street and had a large fleet here as well as in Long Island Sound.

Many other Connecticut companies leased

oyster beds here.

In 1912, the peak year for the industry, Warren had 12 shucking houses, more than any other city or town in the state. Providence had seven; Barrington and Longmeadow, six each; East Providence and Wickford, five each; Bristol, two; and East Greenwich one.

After 1912 the oyster business declined due to pollution of the Bay caused by heavy dumping in the Providence River, exacerbated by the oil refinery in East Providence.

The November 21, 1915 Warren Gazette reported a "New Oyster concern in the past week." Capt. Claude L Bradley and Capt. Frank W. Smith leased a shipping place at the wharf of Capt. John Smith, near the Hope Foundry at the end of Washington Street.

Capt. Byron Blount said that the good setting period for oysters continued until about 1914-15, but about then:

The oysters seemed to stop setting in both areas [Narragansett Bay and Long Island Sound]. It was not realized at that time, but that practically marked the end of natural oyster sets in Narragansett Bay.

However, the industry continued. George Greene got his seed oysters until 1931 from the Taunton River, which reproduced oysters almost continuously. The Narragansett Bay Oyster Company, which bought the Waterman waterfront property, prospered even through the Great Depression, because of its experience in raising oysters of a superior quality.

During the middle 1930s several severe icy winters hampered the industry, but the real blow was the 1938 hurricane, which ruined 70 to 80 percent of all the oyster beds and dam-

aged property and equipment. The Taunton River was still contributing oysters until 1952, but in 1954, Hurricane Carol washed away the beds. Only one oyster house, belonging to B. Buckingham's Son, has survived, in a very modified form as The Wharf Tavern.

George Greene's house, damaged by the Hurricane of 1938 and unfit for use thereafter, began to list steadily. One night in September 1942, local residents heard a loud cracking noise, then, according to the *Warren Gazette*:

Ten minutes later, a ripping, tearing sound, [was] heard for blocks, causing the residents to rush out in time to see the building torn apart through the center and one half of it collapse.

Atwood's Oyster House, at the foot of Washington Street, likewise ended in dramatic fashion, consumed by a fire late at night; flames shooting up from the building were visible from a long distance.

During World War II, Nelson and Byron Blount acquired the Narragansett Bay Company's plant and went into the shellfish business at a time when vast quantities of ocean quahogs were discovered off the coast of the United States, so facilities for processing quahogs were installed.

The company, Blount Seafood, is still operating successfully, adding to its building along Water Street a few years ago. It employs 120 workers today.

Luther Blount also tried his hand at the shellfish industry, but his real interest was in building boats, so he started his own firm, Blount Industries, and, as the saying goes, "the rest is history."



Courtesy-Warren Preservation Society, Meyer Collection Machine shop and workers of the Warren Manufacturing Company circa 1908.

Textile Manufacturing

by Sarah Weed

The story of textile manufacturing in Warren reflects the industry's origins in the region north of Providence. Often gaining experience in the water-powered textile belt descending from the Blackstone Valley, Pawtucket and Olneyville, Warren's chief industrialists "came from away" and were rarely born in Warren.

Similar to Fall River and New Bedford, the town could not join the Industrial Revolution until the invention of steam equipment to power machinery. Using capital from whaling and shipbuilding and other sea-based industries, the local textile magnates redirected the wealth to land-based cloth manufacturing and to crafting the textile machinery needed to support it. Warren's location on navigable water enabled it to import raw materials — cotton and the coal necessary to generate steam.

Most of the information about these industries comes from statistics used to boost Warren and from Victorian biographies lauding the businessmen of Rhode Island while ignoring the contributions and expertise of the mill workers.

The earliest textiles manufactured in Warren were part of the ship supply industries that supported maritime businesses. Though they probably existed in town, no mention of sailmakers has been found,

but as early as 1795, and as late as 1870, Charles Wheaton was operating a rope walk on what became Warren Avenue which fronted on Liberty Street, ran all the way to the cemetery on Main Street and employed up to 20 men and boys.

Ropewalks

Ropewalks produced lines for merchant and whaling ships' rigging, for mooring and anchor lines and for tying up. Ropewalks were extra long buildings used to twist very long plies of fiber into ropes. In an 1886 account in the *Warren Gazette*, L. S. Sanford details this process: Starting with cleaning the hemp and straightening the fibers, a hatchet was used by drawing the fibers by hand over a series of

steel prongs. Then the hemp was spun and a spreading and drawing machine ran together the desired number of strands. The strands were then tarred and twisted. Horses were used to power the spinning and twisting of the strands.

In 1810 another rope walk is documented, owned by William Barton and James Hill near the foot of Greene Street. A lack of further records leads to the conjecture that with the decline of the maritime industries the rope walks failed.

Later, in 1858, Cutler Cordage Company created rope used for plowing in the Southern states and had to shift to other products when Southern sales were eliminated by the Civil War.



COURTESY-WARREN PRESERVATION SOCIETY, MEYER COLLECTION

View from Barrington of the Warren Manufacturing Company, left, before the 1895 fire.

Warren Manufacturing Company

No single company had a greater impact on the town of Warren in the 19th century than the Warren Manufacturing Company. It brought the Waterman family to Warren from Olnevville and kept their interests here well into the 20th century. It built, expanded and rebuilt major mill buildings. established new streets in town, and provided mill housing for its workers. It provided jobs for thousands of native-born residents and immigrants who required additional churches and housing. The profits derived from manufacturing expanded the tax base, were invested in local banks, and brought philanthropic benefits to the

incorporated on July 6,1847 with capital of \$150,000 and started operation in a four story. stone, steam-powered mill with 12,000 spindles and 350 looms. Though its first president was John B. Wheaton, it was through the enterprise of John O. Waterman that the mill was established and flourished.

The Waterman Family

The start of the Warren dynasty of Waterman men named John is obscured in the inadequate records of the early 18th century.

Captain John Waterman, a Rhode Island native, is thought to have been born about

> 1728. A shipmaster and sea captain, he was a veteran of the China Trade when, in 1750. he married Mary Olney, the daughter of the founder of Olneyville. An early entrepreneur, he erected one of the first paper mills in America, operated a mill for fulling and finishing woolen cloth and a chocolate mill, and in 1769 moved into printing and publishing. At the time of his death in 1777, he was said to have been the richest man in Rhode Island.

John's son. John Olney Waterman, was 19 when he alone inher-

ited the family businesses. Although the family consisted of six children, only the son was



COURTESY-WARREN PRESERVATION SOCIETY, MEYER COLLECTION The Warren Manufacturing Company carding room and some staff members circa 1908.



COURTESY-WARREN PRESERVATION SOCIETY, MEYER COLLECTION Boiler room and staff of the Warren Manufacturing Company, circa 1908.

town in the form of donations to the library, to the Masons and to churches.

The Warren Manufacturing Company was



WALTER NEBIKER COLLECTION

The Waterman home at South Water and Broad streets. This Second Empire home, circa 1860, was torn down before 1950.

entitled to inherit. He married Sally Franklin, a descendant of Benjamin Franklin and raised four sons and two daughters before his demise in

1796 at the age of 86.

John Waterman, grandson of the original captain, was born in 1786, and was the first in the dynasty to get into the cotton manufacturing business. He learned it by working in every department of the cotton mill owned by his uncle, Henry P. Franklin. In 1812 he operated the Merino Mill in Johnston, a small mill with only 1,500 spindles and in 1829 he built the Eagle Mills at Olneyville which he operated until his retirement to a farm in Johnston in 1848.

The next John Olney Waterman, founder of Warren Manufacturing, was the last Waterman born out of town, in Canton, Massachusetts in 1810. As an infant he moved to Johnston and until the age of 18 alternately attended school and worked in the family cotton mill. He was a clerk in the store of the Merino Mill in 1827, 1828 and part of 1829, served as a member of the Rhode Island Assembly representing Providence in 1845 and was an agent for Eagle Mill from 1830 until 1847.

In the latter year he was engaged to build and operate and to serve as agent and treasurer of the first Warren Manufacturing mill in town.

John Olney Waterman married
Susan Bosworth in 1849 and they had
two children, Caroline and John.
Waterman was involved in three banks
in Warren. He was a director of the
Sowamset Street Bank and of the First National Bank of Warren, and served as the
latter's vice president from 1866 until his
death in 1881. He was also a founder and
trustee of the Warren Institution for Savings.



COURTESY-WARREN PRESERVATION SOCIETY, MEYER COLLECTION

The immensity of the Warren Manufacturing Company operation can be seen in this view of the carding room, circa 1908. The mill had 12,000 spindles and 350 looms when it began in 1847 and 57,000 spindles in 1869.

John's son, the final John Waterman of the dynasty, was born in 1852, and succeeded as treasurer of the company in 1881 with 10 years of experience in the family business. He was a member of the building committee that erected and furnished Town Hall and a donor to the building fund of the George Hail Library. He also served as a colonel in the Warren Artillery, as a Mason and as an officer of the Sunday School at St. Mark's Church.

Development of the Warren Manufacturing Company

Twelve thousand spindles and 350 looms made an auspicious beginning for the company at its waterfront location in 1847. Soon after it was built, the increasing number of workers employed required the company to begin building homes and tenements for its workers.

The company's expansion continued for the rest of the 19th century. The nearby railroad, which came through in 1855, was used to transport raw and finished goods by means of

a spur line that ran along the present Crescent Street.

In 1860 the second mill was built and the capital of the company had increased to \$300,000 with 20,000 spindles and 510 looms. Engines of 250 horsepower provided power for the equipment. An 1862 map shows several additions, including a tower at the southeast corner; at that time Bowen and Sisson streets extended to the water.

By 1869, 57,000 spindles were in use by 500 employees who utilized 3,000 bales of cotton and 2,600 tons of coal in making 5 million yards of sheeting and print cloth per year. An 1870 map shows that some wharves are gone, part of the river has been filled in and the shoreline straightened.

Seventeen mill houses are identified west of Water Street. The *Providence Journal* reported in 1870 that the company owned 80 tenements and a boarding house and had nearly 900 feet of waterfront.

Steady growth continued and in 1872, when a third mill was built with an additional 27,000 spindles, the invested capital reached \$600,000. This spectacular operation and fortune tumbled to the ground on October 3, 1895 when, according to Virginia Baker, "the greatest conflagration that ever occurred in Warren with the exception of that kindled during the Revolution" began.



COURTESY-WARREN PRESERVATION SOCIETY, MEYER COLLECTION

The spinning room and staff of the Warren Manufacturing Company, circa 1908.

Warren Manufacturing Company Fire

The fire originated in Mill Number 1 and was discovered by a police officer who notified the night watchman. The entire fire department was called out but inadequate water pressure hampered the battle. John Waterman called the Fall River, Bristol and Providence fire departments who responded with men and equipment. A special train brought Steamers Number 5 and 8 from Providence. Virginia Baker's account in A History of the Fire Department

should be consulted for details of the fire.

The three mills, covering 675 feet in length and 65 feet in breadth, all burned to the ground and though Baker states, "when flames completed their work, nothing remained of the mill but the cellars and a heap of ashes and smoking timbers" the mill tower and a chimney were left standing.

The value of the buildings lost was \$1 million, \$65,000 of new equipment was lost and \$125,000 of finished goods were consumed. The sum of \$853,000 was claimed from the insurer, Factory Mutual Systems.

At the time of the fire the 1,500 operatives earned a weekly payroll of \$8,000, so the loss of jobs had a major economic impact on the town.



WALTER NEBIKER COLLECTION

The spectacular 1895 fire that destroyed all of the Warren Manufacturing Company except the tower, as seen from the Barrington side of the Warren bridge.

After the Fire

In the aftermath of the fire, John Waterman with the help of Arnold Schauer, the superintendent who was a native of Switzerland, and of architect F. P. Sheldon, quickly rebuilt the mills. The new company acquired 75,000 spindles and an 1850 horsepower

steam engine to power them.

By 1901, Hall's Biographical History of the Manufacturers and Businessmen of Rhode Island reported that 100,000 spindles were available and 2,300 hands produced fabrics including satins, twills, lawns and "fancies" made from fine carded yarn.

A three story building was added in 1907, and the mill's greatest capacity was reached — 140,000 spindles, 2,120 looms and 1.300 workers.

In 1934 Berkshire and Hathaway replaced Warren Manufacturing in the mill complex and made finished cloth and curtains. It was later followed by American Luggage Works, which eventually became American Tourister and then Samsonite.

Cutler Manufacturing Company

Started as Childs and Cutler Cordage Company in 1858 in a wooden building with 215 spindles and 18 hands, the Cutler Company was located east of the recently laid railroad tracks. Ultimately the company reached a capacity of 60,000 spindles in three mill buildings and an invested capital of



COURTESY-WARREN PRESERVATION SOCIETY, MEYER COLLECTION The finishing room and staff, Warren Manufacturing Company, circa 1908.

\$400,000. Incorporated in 1869 by Charles Cutler with George Hail as an associate, the company was capitalized at \$200,000.

Industries of Warren reported that the Cutler company had expanded into a brick mill with 12,000 spindles in 1868 and used 40 bales of cotton a week to create yarn and knitting cotton. In 1878 Hoag, Wade and Company's book reported that 16,000 spindles and 230 hands were operating the Cutler factory.

In 1881 the Company again expanded. Mill Number 2 was built and it utilized 16,000 spindles. The nationalities of the 336 hands reflected the immigration pattern of the times: there were 176 French Canadians, 72 workers from Ireland and England and 78 others of undesignated national origin. At that point in time, the mill used 130 bales of cotton per week to create yarn in varying degrees of fineness and made some fabric on knitting

COURTESY-WARREN PRESERVATION SOCIETY, GIFT OF LILLIAN GUILLOT-LIZOTT

machines.

By the turn of the century the company was in decline. In 1901 the staff was down to 120 hands. In 1908 the mill was operating with 100 hands and 13,000 spindles. Several small fires at the mill under the floor of the picking room and in an adjoining shed during October, 1911 are recorded in *The History of the Fire Department*. The Cutler financial records held at the Rhode Island Historical Society

record the demise of the company when Frank Hail Brown, treasurer of the Company, had to make a final contribution of \$3,772.50 in 1913 to make the books balance.

Later in the century the mill was occupied by Crown Fastener and the Biltwell and Well Made Dress Companies; it presently houses Warren Chair Works, the Island Fencing Academy and the East Bay Fitness Center.

Charles Russell Cutler

Captain Charles Russell Cutler, the founder of the company, was born December 10, 1822 in Ballston, New York. The future Lieutenant Governor of Rhode Island came to Warren at the age of 17, became a seaman and sailed for 19 years, 12 of which were spent as a ship's master, circling the globe twice. In 1858 he quit the sea, settled down on land and began the manufacture of cordage. He switched to cotton yarn in the late 1860s.

Cutler ran unsuccessfully for the office of Lieutenant Governor on the Democratic ticket in 1870 and 1871, at first with Lyman Pierce and then with Thomas Steere as the gubernatorial candidates. Finally, in 1872, he



COURTESY-WARREN PRESERVATION SOCIETY, GIFT OF LILLIAN GUILLOT-LIZOTT

A room in the Cutler Manufacturing Company with workers and machinery in the background that wound fabric into rolls for distribution.

was elected to a one year term as Lieutenant Governor and served under Governor Olney Arnold. In 1873 he was an unsuccessful candidate for Governor. His civic interests in Warren included serving as chief engineer of the fire department for 12 years and as a member of the committee responsible for the building of Miller Street School. He also served as master of the Washington Lodge A. F. M. #3 in Warren and was grand master of the Grand Lodge of Rhode Island for two years. While in the latter role, he presided over the ceremony dedicating the imposing monument of Roger Williams on the east side of Providence.

Cutler died on March 29, 1889. His obituary in the *Warren Gazette* noted his "kindly disposition and large generosity" in addition to his economic and civic accomplishments.

Parker Mill

The Parker Mill in Warren was a branch of the Parker Mill established in Fall River and was therefore called Parker Mill Number 2. It was built in a farming district in 1899 by the parent company which had been incorporated in 1895 with capital of \$800,000. In 1901 Hall described the Mill as a "modern mill in every

respect." It ran 41,344 spindles with 400 hands, spun cotton thread and created woven, dyed and finished lawns and other fine cotton goods.

By 1908 the Warren Businessman's

Association reports that there were 70,000 spindles, 1,405 looms and 350 employees and that a small village had grown up around it that was constantly increasing in size.

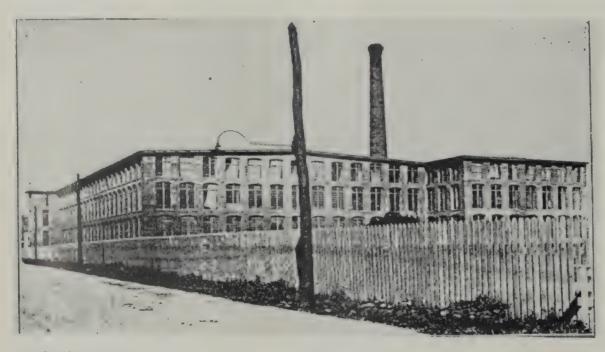
The building was later occupied by Berkshire Fine Spinning Association in 1934, and then by another company based out of town, the Carol Cable Company, which reduced its presence to a warehouse in the 1980s and later sold the building in the 1990s to the present occupant — Display World — a transplant from Fall River.

Howland and Wheaton

According to Hall, in 1898, after 11 years

of employment at the Rhode Island Bleach and Dyeworks in Providence, Richard Howland started to manufacture handkerchiefs at the former site of a jewelry factory and Inman Manufacturing. Inman Manufacturing had been incorporated in 1867 and, with 150 workmen, made cotton braids and shoe and corset laces.

The Warren Businessman's Association booklet, *Warren: Industrial, Social and Picturesque* reports in 1908 that this manufacturer of white cotton handkerchiefs and Swiss embroidered goods, located at the corner of Main and Broad streets, employed 100 persons. They owned the only power machine for Swiss



Southern facade of the Parker Mill No. 2 in 1908 as pictured in J. D. Hall's, The Biographical History of the Manufacturers and Business Men of Rhode Island at the Opening of the 20th Century.

embroidery in the United States — all others were powered by hand. The company was later taken over by S. E. Rains Company and then by I. Shalom, which continues to manufacture hand-kerchiefs and bandannas on the same site.

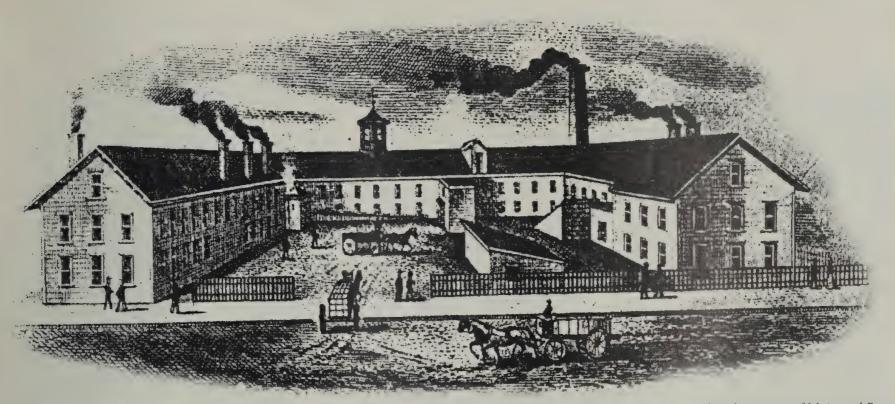
Machine Shops and Foundries

Very little is documented about the machine shops and foundries that created machinery and tools necessary to run the textile mills and repair their equipment. The Mechanics Machine Company was one such service which moved from Providence to Warren in 1872 and was housed in a building erected on the southwest corner of South Water and Washington streets in November of that year.

The *Warren Gazette* of July 5, 1872 reports that the property was owned by John Waterman, Governor Daniel Turner and Captain Lawton.

On August 13, 1873 the building and everything in it was destroyed by fire, according to *The History of the Fire Department*, but the building was immediately rebuilt. Records show that John Waterman was director of the company when the business was suspended on February 1 in the Depression of 1876. The property was sold to Chace's Patent Elevator Company in 1892.

The Warren Businessman's 1908 booklet documents a variety of supporting businesses including the Textile



The Howland & Wheaton Company plant, established in 1898, manufactured cotton handerkerchiefs and was located at the corner of Main and Broad streets. It is now the I. Shalom plant which manufactures the same kind of goods at the same location. Illustration from J. D. Hall's Biographical History of the Manufacturers and Business Men of Rhode Island at the Opening of the 20th Century.

The Warren Businessman's 1908 booklet documents a variety of supporting businesses including the Textile Finishing Machinery Company, a foundry that made drying, bleaching and finishing machinery, that was located in Warren on the corner of Water and Washington streets.

Knight, Fyans Frazer and Blackwell is also mentioned, employing 25 to 40 men in making worsted machinery close to the Cutler mill on Railroad Avenue. Manning Street and South Water Street were the locations of the Bosworth machine shop and the Potter and Collamore machine shop respectively.

By the beginning of the 20th century, Swiss imports in the form of equipment and expertise had refined Warren's manufacturing methods, though by the 1930s they would be eliminated by the migration of textile operations to the southern United States.



COURTESY-ST. ALEXANDER'S CHURCH

St. Alexander's Mission Church, circa 1912, with the North Burial Ground to the left.

Immigration, Churches and Cemeteries by Karen Perry

Warren's downtown landscape is highlighted by ancient churches whose spires have served as landmarks for generations.

As the town grew and people of different nationalities and religions came here to work and live, the need arose for churches to meet the spiritual needs of residents. Today, 10 churches exist within town limits: five Catholic, one Baptist, one Methodist, one Episcopalian, one Assembly of God and a Kingdom Hall of Jehovah's Witnesses.

It is interesting to see how closely allied Warren's churches are with the growth of mills and factories that required large numbers of laborers. These workers were usually the most recent immigrants who often spoke little English but needed the security and stability of a religious community that offered services in their own language to survive in a new country. Church history can be traced by pairing immigration waves with the corresponding dates of church formations.

The earliest settlers in New England had broken away from the Church of England before landing at Plymouth in 1620. As more and more people immigrated to the Plymouth and Massachusetts Bay colonies over the next 125 years, different religions were established in newly settled villages and towns.

With its growing population, Warren also had to address the need for formal burying places within town limits.

The Baptist Church

In Warren, the first church to be founded was the Baptist Church. Begun as a small gathering of people in a private home when the

town's population was just 979, the congregation soon grew enough to support a minister, the Rev. James Manning, and to build a church in 1764.

Mr. Manning was also granted a charter for a college to be established in Warren. The college was first called Rhode Island College, later Brown University, and held its first commencement in Warren in 1769 before removing to Providence.

After Hessians burned the church and the parsonage in 1778, a second building was erected in 1784 and the third, the present stone building at the corner of Main and Miller streets, was put up in 1844. The bell for this building was cast by Paul Revere in 1800

in 1792 and met in a barn on what is now Metacom Avenue just north of the intersection with Child Street. The church in the village, the first Methodist Church in Rhode Island and the second in New England, was raised in 1794.

The early days were a struggle for this congregation which was reduced, in 1800, to two. By 1801, though, 15 more people had joined the church and by 1844 the congregation had so grown that a new building was erected facing the Town Common.

Episcopal Church

In the early part of the 19th century, the

Methodist Church

and recast in 1906.

The population in 1790 was 1,122 when a group of Methodists established a congregation in Warren. The first society was organized by the Rev. Ezekiel Cooper



COURTESY GEORGE HAIL LIBRARY-GIFT OF GARY BUDLONG

The spires of Warren's two oldest churches, the Methodist on the left, and the Baptist on the right, rise above the trees in this view northwest from Town Hall. Also visible are Main Street buildings in the foreground and the water tower and smokestack of the Warren Manufacturing Company in the background.

need for an Episcopal Church became apparent. The population was approaching 1,800 and many of those who were of the Anglican or Episcopal tradition and living in Warren, had to travel to St. Michael's in Bristol to worship.

With the help of St. Michael's assistant priest, the Rev. John Bristed, an Episcopal church was formed in 1828. Services were held in Cole's Hotel for 18 months while a church, designed by Russell Warren, was built on Lyndon Street. The first rector of St. Mark's was the Rev. George Washington Hathaway who was elected in 1830 and paid \$400 a year.

These three churches were the spiritual homes of Warren's first industrialists – those who built mills and factories, owned ships and set the stage for the influx of immigrants that took place over the next 100 years.

At about this time, Ireland was plagued by famine that drove many of its people to emigrate to the New World. In less than 30 years.

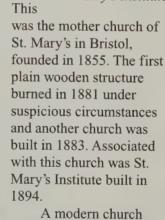
Warren's population jumped to more than 3,000. The first of the newcomers were Irish and many came to work in the manufacturing plants being built in the North End.

The majority of the Irish, French Canadians,

Italians and Portuguese who comprised the immigrant influx that fueled the mills over the next 80 years and increased the town's population to 7,241 by 1910, was Catholic. Almost immediately, the need arose for a Catholic church to serve these residents.

St. Mary's

The first Catholic church to be organized, in 1851, was St. Mary's, located at the then southern boundary of Warren on Main near Luther Street. Its first resident pastor was the Rev. Michael McCallion.



A modern church was built south of the original church site in the middle of this century. The church is currently undergoing remodeling of its sanctuary.



VINCENT MILLARD COLLECTION

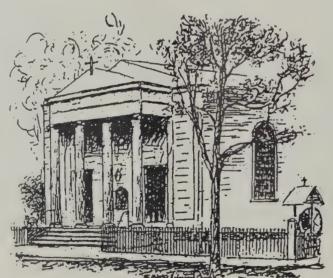
This postcard view of the second St. Mary's Church shows St. Mary's Institute on the left.

St. Jean Baptiste

The second Catholic church to be founded in Warren was St. Jean Baptiste which served French-Canadians who came to work in the mills between 1860 and 1890. This church was organized in 1877 when the town's population was about 4,000.

The Rev. E. E. Nobert of Somerset was in charge of the parish and held services in a chapel on Croade Street, just east of what is now the East Bay Bike Path for four years while the church was being built. On December 31, 1891, the structure was partially consumed by fire and was later rebuilt.

Classes in St. Jean Baptiste School, the town's only parochial elementary school, were first held in the basement of the church and later in a converted barn on the church prop-



St. Mark's Episcopal Church on Lyndon Street was built in 1829

erty. The Dow-Starr House, a stone structure surrounded by a wall across from the current Dunkin Donuts on Main Street, was acquired for the school. After the brick school building was erected behind it, the Dow-Starr House was used as a convent for the nuns who taught at the school. The school was closed more than 25 years ago and the two buildings are now condominium apartments.

In the past 20 years, St. Jean's Church has moved its entrance from Main Street to the parking lot side of the building to better serve its parishioners.

Emigration from Canada, western and northern Europe reached its peak in 1895. The turn of the century saw immigrants coming from eastern and southern Europe; so many people came that in 1910, seven out of 10 Rhode Islanders were foreign-born and most were Catholic.

St. Casimir

Reflecting the eastern and southern European immigrant profile of the early 20th century, Warren because home to a number of Polish workers. Six families formed the nucleus of St. Casimir's Church in 1898 and as their numbers grew, the Rev. Peter Switala was called to minister to the parish in 1908. Ninetynine families raised funds to build a church and rectory which was dedicated in 1909.

The church is Italian Renaissance in style and has a bell tower with a hipped roof and cross and bracketed cornices. Although a carillon was installed in 1977, the original bell, donated by a farmer who sold his cow to pay for it, is still there.

In May, 1913, the chapel and the rear of the church were destroyed by fire but the



VINCENT MILLARD COLLECTION

The Little Hero was put to use fighting this fire at St. Casimir's in May 1913. The chapel and the rear of the church were destroyed but rebuilt later that year.

structure was rebuilt by November. This church's population has dwindled in recent years, but the remaining parishioners are ardent in their devotion and Mass in Polish is still celebrated on the third Sunday of each month and on every Friday evening.

St. Alexander Church

The wave of Italian immigrants who came to Warren in the decade before and after 1910 had a great interest in establishing a church for themselves. In 1917, Holy Angels Church in Barrington established a mission church in Warren with a priest named Francesco Albanese in charge. It was named after St. Alexander, patron saint of Montagano, Italy, from where most of the immigrants had come.

While the first church was being built, services were held in a trolley car station on North Main Street near Mill Street. For the first 35 years of its existence, this church remained a mission of Holy Angels and later shared the services of the pastor and assistant - the Rev. Sabatino Ianetta and the Rev. Alfred Santagata.

For four years they worked to raise the funds

necessary to build a new church. When it was completed in 1949, Bishop Russell J. McVinney, who had been baptized at St. Mary's in Warren, declared that St. Alexander's was no longer a mission church.

Repairs and renovations have improved the church over time and it now includes a well-used paneled basement, stained glass windows depicting the beatitudes and an updated sanctuary.

St. Thomas the Apostle Church

The last wave of immigrants to come to Warren in large numbers to work in the mills and at other skilled labor positions were the Portuguese. With most of the prime downtown

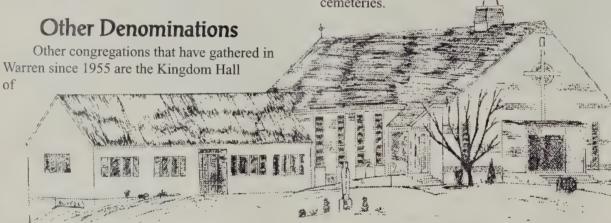
village space already taken, they turned their attention to the "Back Road," Metacom Avenue, for the site of their church.

Founded in 1955, when the town's population was about 8,700, St. Thomas the Apostle Church is a thriving parish with a heavy emphasis on family values and programs. One of its major events during the course of the year is the Holy Ghost Feast which names seven weekly hosts for the crown and a grand marshal. St. Thomas parishioners take these honors, if bestowed upon them, reverently and devotedly to heart.

some of their attendance from out-of-town and are reflective of the diversity that is Warren and the religious freedom that has been Rhode Island's hallmark since its founding.

Cemeteries

When people died in the early days of Warren, they were buried on their family's land in small plots set aside for the purpose. As the town grew, though, it became necessary to set aside town cemeteries.



This sketch of St. Thomas Church is used on their church bulletin and shows the chapel addition on the left, built within the past decade.

Jehovah's Witnesses, 1962, on Wilbur Avenue and the Church of the Holy Spirit, 1963, an Assembly of God church on South Main Street. This church is pastored by the Rev. Barry Bowman, has a large land holding and an active and devoted membership.

The New Hope Christian Center on Market Street, was established here in 1987 and recently relocated to Swansea, MA.

These non-mainstream churches draw

Kickemuit Cemetery

The oldest burial ground in Warren is the Kickemuit Cemetery on Serpentine Road, close to the original settlement of Hugh Cole near the Kickemuit River. According to Guy Fessenden's *History of Warren*, the earliest stone is that of John Luther, who died April 14, 1697, at the age of 34. This is probably when this cemetery was first used. Also buried there is Josias Lyndon, a Rhode Island governor who

died in 1778.

It is due to the Massasoit Monument Association (now known as the Massasoit Historical Association), that Lyndon's grave is so well preserved.

According to the association's minutes of December 1, 1911, \$50 appropriated at that year's Financial Town Meeting, was used by the organization to rehabilitate the Kickemuit Cemetery. In particular, broken pieces of Governor Lyndon's slab were reassembled and made secure by cement and its inscription was cleaned. The secretary noted:

Graves of Rhode Island Governors are not so numerous in our town that we can afford to have any of them neglected.

North Burial Ground

The second oldest cemetery is the North Burial Ground, next to St. Alexander's Church on North Main Street. The first recorded burial is that of John Thurber, the year-old son of John and Ruth Thurber, who died in 1773. Nicholas Campbell, who took part in the Boston Tea Party, is also buried in this cemetery. He died in 1829, a wealthy man, and left money toward the schooling of indigent children in Warren.

South Burial Ground

The South Burial Ground is a modern garden-style cemetery whose original entrance was not on Sowamset Avenue as it is now, but on Franklin Street. Here wrought iron gates opened onto a broad avenue lined on both sides by trees. The idea was to create a resting place for the dead that would be an attractive visiting spot for the living.

Proprietors of this cemetery incorporated

in 1840, bought seven acres of land and laid out avenues and alleys at right angles to each other. The nine lettered avenues ran north to south and west to east and the lots were numbered, alternating side to side, starting in the north.

They built a receiving tomb in the same year at a cost of \$350. Nearby stands a monument on the site of the first burial in 1840.

Catholic Cemeteries

In the 20th century, land on Vernon Street, just east of the South Burial Ground



KAREN PERRY



WALTER NEBIKER

The Haile Cemetery on North Market Street (above) is an example of a family cemetery carved out of a field. At left is St. Mary of the Bay Cemetery, one of several Catholic cemeteries located on Vernon Street.

boundary, was purchased for use as cemeteries by three of the Catholic churches in town: St. Jean Baptiste, St. Mary of the Bay and St. Alexander Church. Special Masses are celebrated outdoors in these cemeteries on Memorial Day and on special occasions to remember and honor all the town's dead.



HENRY NEWELL CADY PHOTO-LOMBARD JOHN POZZI COLLECTION

The former Miller Street School at the corner of Lewin Street, now Narragansett Way, occupies the center of this 1888 photo. The Masonic Temple is in the foreground while Warren Manufacturing Company is in the background. The Narragansett Fire Station occupies the site of the school today.

The History of Education in Warren

with a Summary of the Past 30 Years

John Howland's imagination would hardly have pictured to him the costly buildings, the elaborate appliances, the high salaries now to be found in Rhode Island. He would also find the standard of instruction far higher, with a greater range of studies, better text-books and a better system of teaching. He would be forced to admit, however, that much still remains to be done, and that in some of our most ambitious schools, the instruction is still formal and technical, while the text books are too often addressed to the memory only, without recognizing that the memory itself can be best reached through the reason and the imagination, in accordance with Horace Mann's pithy axiom, 'That which interests is remembered.'

From RI State School Report January, 1875.

Colonial Education

Prior to 1647 when the School Act was passed, the wealthy taught their children to live piously and govern justly; the lower and middle classes taught them to get ahead. Regardless of their station, both parents and teachers were expected to work together to educate the children. Memorization as well as hands-on participation, was the method of learning. Parents were expected to teach by example; shame and fear were the punishments and the promise of salvation was the reward.

During colonial times the family acted as the state and the church. In addition to the goal of piety, the family encouraged the children in training for their vocation. Boys were taught by the father and girls by their mother. Any child who was not interested in the parent's job, would be put out as an apprentice for a number of years and the employer would become the parent surrogate. For those children who pursued a career which required higher learning, the tutor filled the parent's role. In New England therefore, the family was the agent of education.

In addition to career training, schooling went on everywhere in the 17th century: in schoolrooms, kitchens, churches, sheds in fields and shops in town. Pupils were taught by anyone and everyone: schoolmasters, parents, doctors or shopkeepers. Teaching was individual in that students proceeded at their own rates. The conglomeration of the 50 or so households which comprised a township was educative in itself due to concurrence on political, social and religious issues. Above all, the church influenced the teaching of children during this phase of educational development in New England. Contrary to present day enthusiastic opposition to the church playing a role in the modern school system, religion was the pillar upon which the American education system was founded.

The School Act of Massachusetts

The goal of the Massachusetts School Act passed in 1647 was that children be educated in the Bible in order to avoid the influence of Satan. Every township with 50 households was required to appoint one person in the town to teach all children to write and read; his wages would be paid by the parents or inhabitants of the town in general. In towns with 100 house-

holds, a grammar school was required to be established. Because today's Warren was originally part of Swansea, Massachusetts, it is one of the few towns in Rhode Island which benefited early on from public education. No education laws were enacted in Rhode Island for another 150 years.

Roger Williams believed that the church and the state should be separate; therefore, he was tolerant of even the most extreme and radical sects of religion. The diversity which resulted from this philosophy significantly delayed the formation of public education in Rhode Island. Also, Rhode Islanders were hostile to the idea of the clergy having any power and, since the clergy were often the teachers, public education was not addressed for fear of one sect obtaining that power.

First Schoolmaster

In 1670 the town of Swansea established a free school for white children. No information has been found regarding this school until December 19, 1673 when Mr. John Myles was elected schoolmaster of the Town at a salary of 40 pounds per year to teach reading and writing of English, grammar, rhetoric, arithmetic and the languages of Latin, Greek and Hebrew.

Originally from Swansea, Wales, a graduate of Oxford and a Baptist clergyman, Mr. Myles had emigrated to America in 1662 after being exiled from Wales.

He first settled in Dorchester then relocated to Rehoboth. After being fined for attempting to establish another Baptist Church in Rehoboth, Rev. Myles moved to what is now Barrington. In 1667 the King's Court incorporated all of the territory west of Taunton and Rehoboth bounded by the Bay and granted it to Mr. Myles and others as the town of New Swansea in New Plymouth Colony, named for Myles' birthplace.

Soon after obtaining this land, Myles and the other proprietors sold parcels which were called pastors' and teachers' lands, the money from which would be used to support the ministry and the schools.

Rev. Myles taught for two months at Hugh Cole's farm on the Kickemuit River near where the Hugh Cole School now stands, as well as at locations in what is now Barrington. Parents of children attending the school were required to pay tuition. Rev. Myles continued to pack his saddlebags and make his rounds on horseback until the outbreak of King Philip's War in 1675.

From 1675 to 1680 Rev. Myles was in Boston establishing a Baptist Church. He returned to Swansea in 1683 where he died later that year.

Subsequent Schoolmasters

According to Thomas Stockwell in his book *History of Public Education in Rhode Island*, around 1698 Jonathan Bosworth was hired as schoolmaster at 18 pounds per year, one quarter to be paid in money and the rest in provisions. In 1701 his salary was increased to 20 pounds. Mr. Bosworth was willing to teach anywhere that the Town provided.

The following year however, Warren was fined five pounds by the Court of Quarter Sessions at Bristol for not having a grammar schoolmaster. In response to this slap on the wrist, the Town hired John Devotion to teach in the "four quarters of the town" for 12 pounds paid quarterly. In addition, his horse and his meals were paid for by the Town.

In 1703 his salary was raised to 16 pounds. In 1709 Mr. Devotion renewed his contract for six years to continue travelling to these four districts and in 1715 his contract was extended another 20 years or as long as he was able.

Barrington split off from Swansea in 1717 and was absorbed into Warren when Warren separated from Swansea in 1747. During the years between 1717 and 1747 it is unclear as to whether the following schoolmasters taught in locations in present day Warren as well as in what is now Barrington.

In 1723 Mr. Andrews was paid 20 pounds for 12 months of teaching. John Webber earned more as schoolmaster in 1729 and 1730 at five pounds per month for nine months. All of these schools were held for a period in one location, then moved to another for a few months to ensure that all youths were adequately schooled. Nathaniel Peck was paid a 15 shilling fee for keeping a school in his house.

Brown University

Public schools were erratically maintained throughout the 18th century and private schools continued to pop up and prosper. These private schools prepared students for either college or a professional career. Until 1764 when the College in Rhode Island Colony was opened in Warren, students desiring a college education were required to leave Rhode Island.

Although Thomas Jefferson and Benjamin Franklin contended that piety was no longer the



Rev. James Manning, founder of Brown University, which began in Warren.

intent of education, churches throughout New England continued attempting to establish their religion as the educating force in the colonial communities.

Yale and Harvard had been established as Puritan strongholds so, with the intent of establishing a college which reflected true religious freedom, in 1763 the Philadelphia Association of Baptists sent Rev. James Manning to establish its college in the state of Rhode Island since Rhode Island's charter guaranteed civil and religious liberty to all.

Rev. Manning was born in Elizabethtown, New Jersey on October 22, 1738. He graduated from Hopewell Academy in New Jersey which had been established by the Philadelphia Association in 1756. He went on to complete his education in Liberal Arts at the College of New Jersey (Princeton) from which he graduated on September 29, 1762 and was ordained a Baptist minister.

In February of 1764, England granted a charter for the College in the Colony of Rhode Island. The Association had raised \$2,000 towards equipment purchases; however, even though the board of the College consisted of wealthy and distinguished individuals, none of them would contribute financially toward a building or salary for Rev. Manning. According to Gladys Mickle writing in the *Warren Times-Gazette* 225 Anniversary issue:

Newport was then the largest, wealthiest and most influential town in the colony, and had 2 Baptist churches, and the oldest Baptist church was in Providence. But all three of these churches were struggling with internal problems and not anxious to take on the burden of support of a new venture which might or might not prove to be successful.

Mickle explained that the choice of Warren for the College site was made for three probable reasons:

First, its central location between Newport and Providence; second, its apparent bright economic future, as a growing port; third, and most important, the presence of a sizable group of Baptists who had evidenced their readiness and willingness to form a new congregation with James Manning as pastor and to support the College to the best of their ability.

In July of 1764 Rev. Manning established the Latin School in Warren and became its principal and president; later that year he was chosen as pastor of the Warren Baptist Church.

The Latin School was unique in that its charter specifically prohibited any sectarian opinion from being taught. Also, all Protestants of any denomination were considered for entry by a board of interdenominational trustees. In 1765 Rev. Manning set up the College in the parsonage with one student.

The first commencement was held in 1769 and graduated seven men. Of those graduates, Charles Thompson succeeded Manning as pastor of the Warren Baptist Church; William Rogers became pastor of the First Baptist Church of Philadelphia; William Williams became pastor of a Baptist church in Wrentham, Massachusetts and James Mitchell Varnum became a judge and later a brigadiergeneral in the Revolutionary War.

Once the venture proved successful, four towns vied for the location of the permanent College: Warren, Providence, Newport and East Greenwich. At first Warren was chosen; however, the fight amongst the towns became so bitter that a contest resulted, whereby whichever town earned the most money toward the construction of the College would be the site of its new home. Providence was the victor raising 4,280 pounds with Newport second at 4,000 pounds.

On February 7, 1770 the principal and his students left Warren forever. Rev. Manning remained president of the College in the Colony of Rhode Island until his sudden death on July 24, 1791. In 1804, due to the generosity of the Brown family of Providence, the college's name was changed to Brown University.

Traitor Holland

Few 18th century records were found regarding public education in Warren. A *Northern Star* article from 1867 stated that there were 187 school-aged children in Warren during 1768. At the Rhode Island Historical Society, a receipt was discovered for the erection of a schoolhouse some time before 1747 on Phebe's Neck in what is now Barrington. At least one other school was held

in town; according to Virginia Baker in her book *The History of Warren*, *R.I. During the War of the Revolution 1776-1783*, the public schoolmaster, John Holland, turned the Town over to the British.

Liberal School Society

In 1782 Gen. Nathan Miller, Shubael Burr Esq. and 17 other men of Warren referred to as the proprietors of a school house, purchased from the widow of Gov. Josiah Lyndon a lot of land on School Street where St. Mark's Church now stands and built a school house. It was incorporated as the Liberal School Society in 1791 and remained open for at least 40 years.

John Park Little, a graduate of Rhode Island College was teacher during the 1794 school year, followed by Elisha Fish for one year. He was succeeded by John Hill who, in 1798, asked for Saturdays off. This request was denied by the proprietors and it was voted that the Society instructor would "keep thirteen weeks in each quarter five and a half days in each week and six hours each day." Mr. Hill then decided to resign his position.

He was replaced by John Fessendon, just graduated from Brown University. Mr. Fessendon was paid \$18 per month in addition to board. He "continued to teach till the end of the century and beyond.

The Classical Institute

Another known private school was the Classical Institute. The Institute operated until at least 1854 when the following advertisement appeared in the *Northern Star*'s September 16 issue:

Rev. Samuel Richards AM has taken charge of the Warren Classical Institute, and will commence the fall term on Monday 9/25. Mr. R.(sic) is well known to many of our citizens as an able teacher, having had charge of the Warren Academy for 3 or 4 terms several years since.

No other information about this school has been found. The property was sold in 1872. It is pictured in the chapter on Historic Homes.

Public Education Law of 1880

During the turn of the century, education was revived by John Howland who crusaded for change in the educational system. His efforts resulted in a bill, drawn up by James Burrill, Jr. and passed into law in 1800, establishing free schools in the state of Rhode Island.

This law required that all towns keep one free school for all white inhabitants between 6 and 20 years old and teach reading, writing and arithmetic for four months of the year. No record was found to indicate whether the town of Warren complied. In fact, except for Providence, the Rhode Island towns opposed it so vehemently that the law was repealed three years later.

Another crusader, Henry Barnard continued the effort for public education and in 1820 the General Assembly passed a resolution calling on all towns for information on the condition of their public schools.

Warren appointed a committee whose members were Joseph Smith, Jr., N. W. Wheaton, James Maxfield and William Collins to consider the resolution. On September 11, 1820 the committee recommended to the Town that it support the establishment of free public schools. Few Rhode Island towns filed reports with the state and the issue of public schools

was again abandoned; however, the town of Warren filed its report and listed one academy and four school-houses; three of these schoolhouses had been built by the Town and one by an individual. No record was found of the location of the three town-built schoolhouses.

According to all other sources, Warren had adequate schools for educating its children; however, they were not truly schoolhouses but rather buildings erected for another purpose which were leased by the Town to house its schools.

The Little Red Schoolhouse

The school referenced as being built by an individual was probably the "little red schoolhouse."

At a reunion held on August 14, 1899, Superintendent Carpenter summarized the history of this building:

The school house was built side of the highway a few rods south of the present school house. It was 16 by 20 feet with a four foot entry on the north end of the building with an outside door opening to the east, making the school room 16 feet square with the chimney in the centre and in cold weather the room was made comfortable by a fire in the stove. The fact that the chimney was without a fireplace and a stove was used, would indicate that the house was built soon after 1785, for at this time stoves had not yet, however, come into general use, and were the object of a great deal of prejudice. The seats were benches set close to the walls with desks in front. These in after years were changed over for a more convenient form and were arranged after the more modern ways. This building belonged to individuals and was held by proprietors in joint ownership. Captain John Mason born in 1723 was the leading spirit and owned the largest number of shares. Others were James

Sisson, Edward Gardner, Benjamin Barton, Thomas Borden, Oliver Rounds, Jonathan Hickes and possible others.

In 1828 when Warren made its first appropriation for the support of public schools, the proprietors turned over the school house to the Town. It remained in use as a school house until 1844 when a new school building was erected in that district. A few years later, it was destroyed by a fire.

First Town-Built Schoolhouse

In 1825 the Town "Voted that the people of the Middle District have liberty to set a school house in the highway, between the house of Ichabod Cole and Simmons Cole, during the pleasure of the town." The highway, now called Kinnicutt Avenue, is located in East Warren.

In 1828 the state legislature passed a law requiring all towns to make public education available to their school-aged population. A \$10,000 cap was to be portioned out by the state to each town based on the number of citizens of the town who were under the age of 16 as the census would demonstrate.

As a result, Warren received \$189.94 from the state for support of its schools. The law required that a school committee be appointed comprising 5 to 21 persons and that it meet at least quarterly.

In April of that year the Town voted on a committee of seven comprised of: Joseph Smith, Jr., Shubael P. Child, Daniel Bosworth, Levi Haile, Samuel Randall, Haile M. Sisson and Shubael Kinnicutt. The Town also voted to appropriate \$325 in support of the public schools.



COURTESY-CHARLES WHIPPLE GREENE MUSEUM

Cambell School class from the early 20th century.

Nicholas Cambell

On July 21, 1829 Nicholas Cambell, a resident of Warren who died at the age of 97, willed \$5,000 to be used for the education of poor children both male and female.

Mr. Cambell came to the United States from the island of Malta some time before the Revolutionary War. He was involved with the fight for independence, participated in the Boston Tea Party and later served in a Rhode Island regiment.

Although he could neither read nor write, he had somehow accumulated a fortune and moved to Warren after the Revolutionary War;

his house still stands on the corner of Broad and Manning Streets. A street in town, which runs through property previously owned by him, bears his name. A monument stands over his grave in the North Burial Ground.

Known as Uncle Nick to many, Mr. Cambell was a colorful and outspoken character and was instrumental in many charitable programs for the benefit of Warren in addition to the Cambell School Fund.

For a number of years, he kept the younger generation in tow as the Town's "Sunday Constable." A humorous story written about him in 1879 appeared in the *Northern Star.* The writer mentioned a quiet

young minister who was visiting from out of town. Upon hearing a racket outside on Sunday, he summoned Mr. Cambell, whose swearing at the boys and threats with his "shelalah" was enough to cause the minister to pack his bags and leave town that very moment.

The money from Cambell's bequest was used to establish and maintain a school in Barrington and one in Warren. Rhode Island Historical Society records indicate that during 1873-1876 the teachers, Miss Maria S. Sparks and Miss Mary E. Cole, were paid \$1.50 each term for each pupil. The average class size was 35 students.

Trustees at that time were George Wheaton, Charles H. Handy and George Brown. The school in Warren continued to operate until at least 1898 when, at a Town meeting on March 2, it was decided to request a loan from the Cambell Fund to establish an evening school for indigent children. The trustees: Henry W. Eddy, Luther Cole and Charles H. Handy researched the legality of setting up such a school.

No more information has been found regarding the fate of the Cambell School Fund or the Cambell Schools.

On May 7, 1834 the first girls' boarding school in Rhode Island opened with an enrollment of 75. The Warren Ladies' Seminary fronted 140 feet on North Main Street and was set back about 80 feet on Wood Street to the south. At this time, the location afforded a lovely view of the river and surrounding countryside. This large structure, was surrounded on three sides by a piazza with Doric columns 40 feet high. The building was shaded by graceful trees of maple and elm, and the large grounds had ample space for outdoor sports with a playground among fruit trees and a large garden.



This drawing from the 1975 Statewide Preservation Report on Warren, RI, shows the Warren Ladies Seminary which was established on May 7, 1834.

George H. Coomer, editor of the *Warren Gazette* from 1872-1878, wrote: "There, from every corner of the wide land, came grace and sweetness — how pleasant it was to help those pretty seminary girls abroad in the fields on May day looking for flowers — to tell them where there were snow drops and where there were violets, and to wet our feet getting cowslips for them in the pastures."

The Seminary was owned by five gentlemen from Warren under the direction of a Board of Visitors of seven.

The first principal, Mr. Robert Coffin, AM, with the assistance of Mrs. Coffin, Miss Mary Ann Reed, Miss Julia Ann Arms and Miss Adeline Crood, served until 1837 when he was succeeded by Spencer P. Whitman, AB for one year and then Rev. Josiah P. Tustin for one year.

From 1839 until 1841, Rev. John C.
Stockbridge was principal and Mr. Asa Messer Gammell was principal until the school's demise in 1863. Mr. Gammell was assisted over the years by Miss Mary A. Reed, Miss Rebecca W. Gammell, Miss Mary A. Barry and Miss Sarah H. Walker.

In 1842 the seminary was owned by Shubael P. Child, Henry H. Luther, John Luther and Jeremiah

Williams who sold their ownership in 30 stock shares of \$200 each and incorporated the school in 1845.

The officers were as follows: Shubael P. Child, president; Henry H. Luther, vice-president; Charles Randall, treasurer; Thomas G. Turner, secretary. The Board of Directors was comprised of Otis Bullock, Guy M. Fessenden, Josiah P. Tustin, Samuel Hunt, John Norris, William H. Church and A. M. Gammell. Trustees in 1845 were Shubael P. Child, H. H. Luther, C. Richmond Jr. and Rev. J. P. Tustin.

The teaching philosophy of the school dictated that, in addition to the usual practice of acquiring useful knowledge, the girls learn

from studying and observing nature as well as from books. It was believed that, by making lessons interesting, the young women would learn and retain more, use reasoning and develop questions. An extensive library was housed in the seminary as well as sophisticated chemistry equipment and natural science displays

In 1857, the price of tuition averaged \$3.00 per term and elective courses ranged from \$1.00 for needlework or calisthenics to as much as \$10.00 for music. Minimum age for enrollment was 15. Boarding was limited; however, it could be obtained for a few select girls each term at \$1.75 per week, washing included.

Enrollment steadily grew from 75 women in 1834 to 185 women in 1855, when another sale of shares was offered at \$200 to pay for enlarging the building.

On April 18, 1863, not quite a year after being rebuilt and refurbished from a previous fire, the building and all of its contents were destroyed by fire. After repeated attempts to rebuild, the trustees voted to divide the insurance money (only half of the property's value) and dissolve the corporation.

Amended State Education Law

In 1839, an amended state law was passed which increased the cap for support of public schools in Rhode Island to \$25,000.

The School Committee could consist of five to 30 members whose powers were extended to include decisions on the curriculum, textbooks, discipline, personnel management and budget.

The School Committee was required to



Warren Academy, occupying the second floor of the Masonic Hall built in 1796, was also known as the Baker Street School. (From the 1975 Statewide Preservation Report on Warren.)

submit to the State by the first Wednesday in May of each year a report on the condition of the schools which included full details of the statistics regarding enrollment and finances.

The Town could divide into districts as it saw fit; however, there could be no more than one school in each district. That year the Warren School Committee divided the town into three districts: North, Middle and East. State money could be used for instruction expenses only and not for rent, fuel or supplies.

In a change of sentiment, the state also provided \$100 for the education of the Narragansett Indians, who had not received support since the outbreak of King Philips War in

1675. No evidence has been found to indicate whether the Town of Warren schools included Native American students.

In Warren's 1832 report to the state, four public schools were listed with 230 scholars. There were three male and three female teachers for 12 months.

The report also indicated that there were nine private schools with 200 scholars, one male teacher for 12 months and eight female teachers for three months. Eight of these private schools were summer schools operated by moonlighting public school teachers. The ninth private school was the Warren Academy.

Founded in the early 1800s, the Academy

offered private secondary education to boys. It was housed in the first story of the Masonic Hall on Baker Street, which had been built in 1796 by the Masonic Fraternity and another as yet undiscovered academic corporation.

According to an article by Jay Barry,
Judge Samuel Randall held a private school in
a building next to the Masonic Hall. The
Randall school boys were mostly Democrat in
their persuasion while the Academy boys were
Federalist which resulted in many scraps
during recess and after school. An annual
meeting of the proprietors of Warren Academy
was held on March 27, 1839 during which the
following officers were elected: Nathan M.
Wheaton, President; Haile Collins, Secretary;
Charles Wheaton, treasurer; with Samuel
Randall, William Carr, Jr., Charles Wheaton,
Haile Collins and George T. Gardner comprising the Superintending Committee.

The Warren Academy school bell sits in the courtyard at Kickemuit Middle School.

In 1842, the Town purchased rights in the Warren Academy for \$5 per share at a total cost of \$420. This building was used as the town hall and also housed a school. The following rules, published in the *Northern Star* on May 14, 1842, reveal the predecessors of many practices still common in the grammar schools:

- 1. Each session or quarter, shall continue twelve weeks.
- 2. From the 20th of March till the 20th of September, the School shall be opened at 8 AM and at 2 PM; and shall close at 11 AM and 5 PM. From the 20th of September to the 20th of March, the school shall be opened at 9 AM and 12 past 1 PM and shall close at 12 PM and 12 past 4 PM.
 - 3. The bell shall always be rung at 15

minutes before the school is opened, and continue to be rung three minutes; and shall be rung for three minutes immediately preceding the opening of the school.

- 4. The door of the school room shall be locked precisely at the time designated for the opening of the school, after which the scholar shall be admitted for the same half-day. Immediately after the door is closed, the roll shall be called, and all absentees shall be carefully noted down.
- 5. The exercises of the forenoon shall be opened and those of the afternoon shall be closed, with prayer or reading the Holy Scriptures. Every scholar shall be provided with a copy of the New Testament, and shall silently follow, while the teacher is reading aloud.
- 6. There shall be a recess of 10 minutes in the middle of the forenoon and also the same in the middle of the afternoon session. In the time of the recess, all the scholars may leave the room; but they shall go out and return in a quiet and orderly manner, and shall make no loud noise nor any other public disturbance while out of School. They shall also be limited in their range during recess by boundaries specified by the teacher.
- 7. All the scholars shall be arranged into classes according to their proficiency and uniform books shall be used in the respective classes.
- 8. The teacher shall keep an accurate account of all the exercises of the school, and all the delinquencies of each scholar; and he shall send such accounts at the close of every week, to the parent or guardians of the scholars respectively, which accounts shall be returned to the teacher every Monday morning, with the endorsement of the parents or guardians. If such reports be not returned to the teacher on

Monday morning, it shall be his duty to inquire of the parents or guardians into the nature of such delinquency. If such excuses be not satisfactory to the teacher, they shall be referred to the Committee who may suspend or expel any delinquent scholar, according to their discretion.

- 9. No scholar shall be admitted under the age of eight years; nor shall anyone be admitted who cannot read easily in words of two or three syllables.
- 10. No scholar shall be admitted after the first week of each quarter, without special permission by the Committee.
- 11. There shall be public examinations on the last day of every quarter.
- 12. The teacher shall render to the committee a full report of all the proceedings of the school, at the close of each month.
- 13. The school shall always be opened for the admission of the parents and friends of the scholars.

14. The books used for instruction shall be the following: The New National Spelling Book, by B. D. Emerson, the 5th Part of Angell's Series, as a reading book, the American First Call Book, Olney's Geography and Atlas, Worcester's Dictionary, Smith's Grammar, North American Arithmetic, 1st, 2nd and 3rd parts by F. Emerson, Goodrich's 1st and 2d books of History, Bookkeeping, Bailey's Algebra, Geometry. There shall be exercises every week in Composition and Declamation. There shall be exercises in Penmanship every day.

G. W. Hathaway, Chairman N. P. Smith, Secretary

School Study of 1844

Two years later at a Town meeting, a study committee consisting of Alfred Bosworth, Henry H. Luther, Guy M. Fessenden, Suchid Mauran and Obadiah Chase was appointed to examine the situation of Warren's public schools.

Within a week, the group reported that many of the 500 school-aged children were not attending school because of overcrowding or the inability of families to pay tuition which many schools throughout Rhode Island still had to charge in order to make up for their budget deficit. The committee's report mentioned that the Cambell Fund was not sufficient to provide a complete education to all of Warren's needy children and therefore, "some public measure should be adopted to provide for such children."

The trustees of the Fund would continue to provide primary education to these children, but the Town must afford them a second level of education between the age of 6 and 10 years. The committee reported that adding a female teacher for the younger children would enable the accomplished male teacher to instruct the older children.

An important suggestion of this study was that a high school be established as a third department of the Town's educational system for children between the ages of 11 and 16. The committee believed that one male teacher for the high school could be hired for \$200 to \$300 per year. Additional rooms would have to be leased to accommodate the crowded enrollment. Finally, the report discussed two districts in the eastern part of town which required new schoolhouses at an approximate cost of \$300 each.

In response to the survey, on April 10, 1844 it was voted at the Town meeting to build



The Touisset School built in 1852 as pictured in the 1946 high school yearbook.

schoolhouses in the East and North Districts at a cost not to exceed \$600 for both buildings.

Overcrowding in the West District would continue for another three years, with students being turned away at the Town Building on Baker Street as well as the Cambell School.

East District School also known as Touisset School

On November 5, 1844 Alfred Bosworth deeded to the Town, the lot on the Northwest corner of Barton Avenue and Long Lane "to be used for the purpose of erecting a schoolhouse, in which is to be the public school" with the proviso that this lot and the one-room schoolhouse would revert back to Mr. Bosworth when it was no longer used as a school. A summer term commencing in May for four

months and a winter term starting in November for four months was held at this ungraded school. School Committee minutes indicate that this school burned down on March 22, 1851.

Under the supervision of Charles Randall, a new school was erected for \$126.04 at the same location.

From 1863 until 1870 low enrollment at the East District School prompted only a winter term to be held. On February 25, 1871 this school was relocated at a cost of \$250, further east on Barton, just before Touisset Road where it still stands. The land was provided by Benjamin Bosworth under the same arrangement as the school's first location.

Since enrollment of the East District School continued to decrease, its closure was considered in 1890. This prompted a letter of outrage to the editor of the local newspaper in which the hardships of young children having to walk to Cole's station for two miles and then take the trolley to town was emphasized. These same children would be roaming the streets during the two-hour lunch break.

Many parents were concerned about the

overcrowded situation already in existence in the town schools and suggested that some of those children be transported to the East District. Despite its high operating cost, the School Committee resolved that the East District School must remain open because of the difficulty of transporting these young children.

By 1896, the enrollment was four students and drawing class was no longer offered. By 1904 there were five students in grades 1 through 7 at a cost of \$350 per year. After completion of the new Touisset School in 1921, the wooden schoolhouse with the land on which it stood, reverted back to the heirs of Benjamin Bosworth who sold the property. It is currently a private home.

Warren Neck School

During the 1850s, a division had existed within the East District due to "lack of union" of its residents.

Therefore, at a School Committee meeting in 1859, it was decided to erect another schoolhouse south of the original one at an expense not to exceed \$50.00.

Mr. Obadiah Chase and Mr. Cornell were placed in charge of this project and a small, one-room schoolhouse was built at private expense. Located on Touisset Road near Oyster Lane just south of the pond, this new school held both a summer and winter term until it was closed in 1870 after relocation of the East District School.

Touisset Brick Schoolhouse

In July 1921, \$10,000 was appropriated at a special Town meeting to construct a new East District schoolhouse. The Building Committee consisted of Mr. William M.



COURTESY-LOMBARD JOHN POZZI

The Touisset Brick Schoolhouse, looking much like the Windmill Hill School, in 1997.

Boylan, chairman; Mr. Frank J. Conley; Dr. Marcius H. Merchant; Mr. Charles E. Rounds; and Dr. Charles E. Scott.

Land adjacent to the existing lot was purchased from Philip H. Manchester. According to the School Committee report, the contractor, Mr. Thomas J. Loughran, "is erecting the solid sort of building his reputation and past performance gave the committee reason to hope for..."

The Touisset Schoolhouse was completed, accepted and in session in September 1921. It was a two-room building, equipped with modern plumbing, lighting and seating.

The East District School was closed following a public hearing by the Director of

Education in September 1940. The schoolhouse was sold at public auction in 1946 and the proceeds were used to set up a special fund for unusual repairs to existing school property. Before it was sold, the blackboards and toilets were removed and used to replace blackboards in Main and Joyce Street Schools and toilets in Main, Joyce and Liberty Street Schools. Currently, the brick building is a private home.

The 1948 School Committee report stated that the Touisset School Fund paid for the Superintendent's office relocation from Town Hall to Joyce Street School. A receipt from E.J. Sevigney Construction Company for \$3,943.46 was applied against the Fund in 1949. The balance of the Touisset School Fund was used in 1950 to furnish a home economics room in the high school.

North District School also known as Windmill Hill School

The North District School at Windmill Hill was the second new school building approved at the Town meeting held April 10, 1844.

According to Town Hall records, land located on Schoolhouse Road directly across from the intersection with Birch Swamp Road was purchased on November 5, 1844 for \$40 from "William Luther, rope maker; Johnsen Luther, single woman and Phebe Smith, single woman."

Later known as Windmill Hill School, it operated under the same schedule as the East District School with both summer and winter terms.

Vandalism at this school was reported in 1852 by B. M. Bosworth and continued until 1857 when the School Committee issued a \$10 reward to anyone who could identify the culprit. No record was found indicating whether the individual was caught or the bounty paid.

During its first 25 years the Windmill Hill building received a new fence, an addition for wood and coal storage and extensive repairs; however, by 1906, according to the School Committee report, the condition of the building was disgraceful. The school was overcrowded with no space for more seats, the interior had not been painted in 20 years, the floors were failing and the blackboards were in poor condition.

At a Town meeting in 1907, the School Building Committee Chairman Frank S. Drowne, reported that the Windmill Hill building was severely overcrowded.

The building is among the oldest in the town and antique in every way, and I question if in any rural district you will find today a more primitive type of school structure. It is badly decayed and in other ways very much out of repair, and your committee deem it not worth attention, as by no reasonable effort or expenditure could it be made into suitable proportions or conditions for school rooms. To meet the needs at this point, it is the judgment of your committee that there should be erected upon the lot now owned by the town a one-story building of ample proportions, with, as far as possible, all modern improvements and appliances and as follows all suggestions for buildings so conceived and constructed as to admit of expansion without loss or sacrifice of the symmetry thus reducing

the expenditure at this time to actual and present needs.

The sum of \$3,500 was requested to build a new school at Windmill Hill. The request was voted down.

More than 10 years later in 1918, the Chairman of the School Committee reported:

I do hope the coming financial Town meeting will see fit to consider favorably the request of the Committee for a new building at Windmill Hill. It certainly is a disgrace to the town to have such a building and call it a school and I invite all good citizens and taxpayers to take a walk out there and see for themselves if I am not right. I hope they will do this during school hours so they can see just how we have to get along in this school. Currently, there are up to 60 pupils at any given time in this one-room school-house.

The Town responded on March 18, 1918, when it appropriated \$5,000 to erect a tworoom schoolhouse at Windmill Hill. The building committee was comprised of Messrs. Cote, Estes, Tierney and Staples. The old schoolhouse was sold at public auction to Abbie Read for \$143 and was moved to her nearby property. In May of 1919, the committee laid aside the bids of Loughran and McCann both of which were over \$6,000 when only \$5,000 had been appropriated. On June 17, 1918 a special appropriation of an additional \$2,000 was approved. Yet another special appropriation for \$1,500 was approved for furnishing the school. The school was erected between 1918 and 1919, for in the School Committee report of 1920, Windmill Hill School was referred to as "one of the best rural school buildings of the state."

During the next five years, the building was wired and painted, the roof was repaired, a separate well driven, and modern plumbing installed. In 1926 the interior was painted and

new metal ceilings were installed in 1928. Just after the new electric light fixtures were hung in November of 1930, the building was destroyed by fire.

The well, located in a cement compartment outside of the school, was the only item not destroyed by the fire; it was deepened for \$333 that year, to remedy the failed water supply during each drought.

The new building of brick veneer, built at a cost of \$7,857.36, was accepted and opened in May of 1931. Mr. Adelard Lapane drew the plans and supervised the construction.

In the next five years, the outside door was replaced, the yard graded and the exterior painted. In June 1945 the School Committee decided to close this building of mixed grades with two teachers and 36 students and transfer them to the Child Street building. School bus transportation was provided if students lived more than one mile away.

The building is still owned by the Town.

Discipline

In addition to vandalism, the School Committee reports suggest that the North District School at Windmill Hill was difficult to manage, particularly in the winter, when a male teacher was hired most years for that term. Occasionally, School Committee reports boasted of the female teacher being able to continue teaching through the winter months. Besides Virginia Baker, one other female teacher had no difficulty controlling the classroom, for in 1855, a petition by Benjamin Bosworth and others was received requesting that Miss Dorcas Strawbridge not be teacher again in the Windmill Hill School. The reasons behind the request did not support abuse or

incompetence; therefore, the School Committee voted against the petition, but the following term Miss Strawbridge declined the offered contract renewal.

Ten years later, the School Committee report of 1865 mentioned that the "rod is not used in the East District by Davis, and is seldom used by Cady," implying that the Windmill Hill teacher Horatio G. Norton, did use it.

Another reference in the report of 1870-1871 states that the Windmill Hill School had previously had a problem of parents withdrawing their children for disciplinary treatment and placing them in West District schools. The School Committee therefore resolved that "all pupils must attend the school of the district in which they reside, unless they are prepared to enter the High School" and the rules and regulations were changed that year to incorporate this directive.

Parents who disagreed, withdrew their children from school altogether as there was no compulsory education law at the time.

The parent/teacher conflict about treatment of the scholars continued for another two decades. On a few occasions, the School Committee put its foot down in the West District, expelling a student for the parent's behavior. For example, in 1858 Mrs. W. W. Child requested of the School Committee that her son be readmitted. It was voted that an apology was required both to the Committee and the teachers for him to gain readmittance and an apology was required from Mrs. Child for her conduct to Miss Read, her son's teacher. There is no reference as to whether the apology was forthcoming or the student readmitted.

In a report from 1874, discipline was

discussed at length. Parents had been complaining about the severity of discipline. Some cases did go to the School Committee; however, the Committee's opinion was that a child who was well-disciplined at home should behave properly at school.

The superintendent's report mentioned parents who entered the school room and removed their child as well as parents who



WALTER NEBIKER COLLECTION

The West District School, later Warren High School and also known as Liberty Street School, was designed by Thomas Tefft and built in 1847. It is still in use today as a Head Start facility.

entered the school before or after class, in the presence of the scholars, to talk with the teacher.

Several cases of this kind have occurred, and in our judgement it is clearly a case of trespass, and so fraught with evil to all order and rule as to deserve serious dealing.

After 1874, there is no mention of discipline in the School Committee reports.

Virginia Baker

Virginia Baker stood out for her inventiveness, rather than her use of the rod in controlling the Windmill Hill School scholars.

She started teaching at the Cambell School in 1883 and supervised the North District School at Windmill Hill from 1886 throughout the 1890s. Miss Baker repeatedly took these children out of

their one-room school-house on nature walks. She tried to make school fun by encouraging the pupils to write stories, study nature extensively, create art projects such as pressed flowers and get lots of outdoor exercise.

Born in 1860, Miss Baker was a product of the Warren school system, graduating from Warren High and returning to teach after completing her training. She was principal of Miller Street School when she retired in 1921.

In addition to a teaching career spanning about 40 years, Miss Baker wrote numerous

historic and genealogical documents despite being plagued by illness. When finally bedridden, she continued writing songs, poetry magazine articles and books. She died in her home on 19 Luther Street in 1927.

The Smith Fund

In the 1869 School Committee Financial Report, \$950 was derived from a new source of income called the Smith Fund.

This income came from the estate of Joseph Smith who died in 1854. A dedicated and generous member of the Meth-

odist Episcopal Church, Mr. Smith was also a talented businessman of significant influence in the community. He owned stock in both Hope Bank and Warren Bank as well as a wharf and store at the foot of Church Street and many other properties. The wording of his bequest was well thought out and specific:

I give and devise to the town of Warren, a corporation legally constituted, and to their successors forever \$5,000 in Trust however to the use and benefit of the Public School in the West District in said Town, on the following conditions: The

said sum of \$5,000 to be invested and continued at interest, until it shall amount by its own accumulation, or by the addition of private donations to \$10,000, after which period the interest and profits thereof shall be paid for the hire of suitable teachers in said school; but in case of loss or otherwise, the said capital shall be reduced below the sum of \$10,000 all payments on account of the same shall cease, until by addition of interest or otherwise, such loss or diminution shall be fully made up, and the full sum of \$10,000 reinstated, and that no charge shall ever be made, or deducted from said Fund for the expense of managing the same or for any other purpose whatever.

This photo appeared in the

June 25, 1975 edition of the

Warren Times-Gazette which

School bell.

identified it as the Liberty Street

It took 13 years for the fund to accrue enough interest to accumulate to \$10,000. The Town managed this fund to the letter and to this day it contributes approximately \$350 each year toward funding of the public schools in Warren.

West District School

Although the Warren School System was lauded in 1845 by the General Assembly, the voters approved a second study in 1846 to investigate the ways and means of erecting another school building for the West District which was still turning away students. The committee included J. Smith, E. W. Burr and George T. Gardner who confirmed the 1842 study's recommendation of a high school.

At a Town meeting on April 27, 1847, it was voted to appropriate \$10,000 to acquire land and build a new schoolhouse. The extravagant figure of \$10,000 was suggested by a wealthy citizen who offered that figure in the hope

that the schoolhouse proposal would be defeated. It backfired and the result was Liberty Street School, designed by Thomas A. Tefft and built at a cost of \$8,850.

The Building Committee comprised of George T. Gardner, Alfred Barton, Henry Sanders and J. Smith, amid much controversy and vocal differences of opinion by some townspeople, selected a lot on Liberty Street which it purchased from E. W. Burr for \$799.90, the price he had originally paid the year before.

The Building Committee then consulted with the Commissioner of Public Schools and

visited Providence, Boston, Salem, Newburyport and other places, in order to ascertain the latest improvements in school architecture before deciding on Mr. Tefft to draw up working drawings.

Mr. Tefft began designing buildings by 1844 when his work caught the attention of Commissioner Barnard.

After advertising for proposals, Messrs. Maxwell & Easterbrooks and Mr. Joseph Frankland were contracted to build the schoolhouse. The building, costing \$7,050.01 to erect:

...was of brick, with free stone underpinning, trimmings, etc.; 45 feet in width, 62 feet in length, with a projection of 2 feet; basement 8 feet, first story 13 feet, second story 14 feet; the rooms were hard finished and plastered between the floors; well ventilated, with 2 Culver furnaces set in the basement, with pipes and registers to all the rooms.

There were 284 cloth-covered desks and seats, which, with the settees, would comfortably accommodate 300 scholars. The aisles were cheaply carpeted to reduce noise. Also a well with pumps, sinks, and all necessary fixtures for a modern schoolhouse had been installed.

In front of the Liberty Street Schoolhouse, built at a cost of \$1,009.09, was an iron fence with free stone base; the rest of the fence was built with locust and red cedar posts and tongued and grooved boards, "free from sap and well painted." The grounds were graded and curb stones set in front. The lot was divided into three enclosed yards: a small one in front; the girls' yard to the left; and the boys' on the right. Trees and shrubs were planted throughout.

Known as the West District School until the primary school on Baker Street opened,



Liberty Street School was dedicated on September 11, 1848 as a high school.

Its opening was followed by a large increase in enrollment and attendance. Prior to that, the upper grades had been taught in the lower floor of the Academy on Baker Street.

The only other high schools in Rhode Island at that time were in Newport and Providence. As of 1867, all the neighboring towns including those in Massachusetts were sending students to Liberty Street High School.

Throughout the 19th and much of the 20th century, the high school attracted tuition-paying students from other towns who paid as much as \$20 for the 1860 school year and \$625 a century later.

Liberty Street School's bracketed hip roof was topped with a central Victorian belfry, which contained a bell that had cracked during the winter of 1854. It was replaced by a bell inscribed "Henry N. Hooper, Boston." According to Lydia Rogers, "it had a mellow tenor tone with a lingering overtone, and was one of the sweetest of all the town bells."

There was a bell-rope accessible to the teacher on the first floor by an opening in the wall. The Liberty Street School bell was immortalized in a poem which was written by renowned local author Hezekiah Butterworth and delivered by him at the first annual reunion of the Warren High School Alumni held on September 30, 1887 in Armory Hall on Jefferson Street.

The Alumni Association had been formed that year with Frank W. Freeborn '65 as president; Patience Cole '64, vice-president; Charles W. Greene '80, secretary and Emeline F. Collins '78 as treasurer. The last time the bell was seen was during a Horribles parade in the mid-1970s.

Within the Liberty Street schoolhouse, the lower grades (5 to 8), referred to as the Junior Department, occupied the first floor with Mary Elizabeth Smith as its principal and teacher. The high school (grades 9 to 14), under the guidance of Principal Isaac F. Cady assisted by his wife, was called the Senior Department and was on the second floor.

Only four years after its dedication, when children were again being turned away due to understaffing, teachers Caroline and Rachel Martin were hired. By 1859 the Junior Department was referred to as the Grammar School.

In 1870, this Grammar School consisted of only grades 6 to 8 as grade 5 had been moved to the new Miller Street building.

There was minimal upkeep on the Liberty Street School building during the 19th century, the only improvements being a new furnace in 1871 and the erection of a fence in 1875 on the west side of the property. In 1896 and again in 1906 extensive repairs were made "from roof to cellar." With the opening of South Main Street Grammar School in 1916, both floors of Liberty Street School were remodeled to convert the building to a modern high school. Laboratory facilities were provided and the commercial department was given more room. The downstairs was renovated into four classrooms and the upstairs was changed into a school hall.

In 1925, the basement was renovated to accommodate a cafeteria. Hot lunches for a fee were served at 11:15 each day under the supervision of Mrs. Crowe and Mrs. Guy from the Warren Mothers' Club; the program was self-sustaining. The Club remained involved in the school lunch program for at least a decade. It was revived in 1940 as a WPA project.

On March 22, 1944 the U.S. Department

of Agriculture introduced the School Milk program to Warren schools. Pupils received a half pint bottle of milk each day for two cents. The following year the School Lunch program, sponsored and subsidized by the R.I. Department of Education was introduced. For 15 cents, pupils received a hot lunch with a bottle of milk.

During the lunch recess students from Joyce and Main Street schools walked to the high school for a hot lunch. Between 800 and 1,000 lunches were served each week. A sample menu from over 50 years ago follows:

Monday - Tomato macaroni and cheese, raw vegetable salad, bread and butter sandwich, fruit cup

Tuesday - Fricasse of hamburg, mashed potatoes, peas & carrots, bread & butter sandwich, fruit jello

Wednesday - Vegetable plate, potato au gratin, pickled beets, green beans, chocolate pudding

Thursday - Meat loaf/tomato sauce, mashed potato, buttered green beans, graham cracker cream pudding

Friday - Fish chowder, egg salad sandwich, peanut-crumble cake

After the completion of the new high school in 1927, the Liberty Street building was extensively remodeled to convert it to an elementary school which it remained until its closing.

At a special meeting of the School Committee on May 31, the general contract was awarded to M. F. McCann and Sons for \$11,938.00; the electrical contract to M. M. Hochman Electric Co. for \$948.25, the heating contract to Felix Brochu for \$3,694.00; and the plumbing contract (to replace the outhouses) to Gideon Gauthier for \$1,854.00. It was then a

six-room building with a principal's office, teachers' lounge and an office for the school nurse.

Liberty Street was one of the few schools which received attention during the 1930s. It was reshingled and a new skylight was installed; the exterior was painted and the glass reset. Starting in 1940, repairs were made to the plumbing, doors and fire escapes. In 1942 the boiler was equipped with a "Fire Master Combustion Control" damper so that soft coal could be burned. The students got hot water in 1944.

The original roof had been reshingled in 1896 and major repairs had been made to it in 1906; however, after a hurricane in September of 1944, the roof leaked so badly that one of the classroom ceilings caved in. This ceiling and one in the adjacent room were replaced with a material called Celotex.

In preparation for a kindergarten in 1946 the fences were repaired and a room was painted. These fences were replaced nine years later at a cost of \$1,623. There were extensive repairs to the school in 1957. Major interior reconstruction costing \$19,000 was done a decade later followed by new tile floors being laid in all rooms and fixed desks being replaced by movable furniture in 1966.

On June 25, 1975 Liberty Street School, thought to be the oldest, continuously running school in the nation, was removed from town educational service. Its closure as well as the closure of Child, Joyce and Main Street Schools had been rejected by the voters in 1973 but a declining school population prompted the inevitable only two years later.

In 1975, Liberty Street School was leased to the Self-Help program which, in exchange for free rent, paid for its daily operating ex-

penses and upkeep. The Liberty Street Building continues to serve the community via the Headstart program under this same arrangement.

Isaac Foote Cady First High School Principal

Liberty Street School's first principal, Isaac Foote Cady, was a Brown graduate who had taught for two years in a Connecticut high school and one year at Providence High. He began as principal in 1850 and remained at Liberty Street School for more than 20 years; however, those years did not pass smoothly.

On April 28, 1851 Mr. Cady tendered his resignation unless he received a raise. His salary was increased to \$800 per year.

In October of 1853, Mr. Cady resigned again "much to the regret of the School Committee." His replacement, Mr. Abbott was fired on August 15, 1854 and Mr. Cady, who had temporarily moved south for his health, was invited to return to Warren as principal. On August 22, Mr. Cady communicated that he needed more time to decide. During this time, Mr. Abbott had lodged a complaint against the School Committee for not giving him adequate notice of its decision not to renew his contract.

The School Committee made its own ruling in its own favor and explained that its practice was to renew all contracts from term to term. According to the Committee's own minutes dating back to 1846, this ruling is half true. It was the School Committee's policy to renew contracts for each term until Liberty Street School was built.

After 1847, the Committee renewed contracts biannually only for the outlying East and North Districts but Liberty Street School

staff were considered employed unless resignations were submitted. Mr. Abbott chose not to appeal the decision. When school began in September, Mr. Cady was again the High School Principal.

In 1870, "after twenty years of faithful and efficient service as principal of the high school," Isaac F. Cady resigned.

All of the available Warren School Committee reports have nothing but accolades for Mr. Cady. His dedication, moral character and achievement of excellence were frequently referenced. The School Committee passed a resolution to be published in its report that year with specific mention of Mr. Cady's willingness during the Civil War to take a one year pay cut which had turned into several before his salary was reinstated. The report did not mention the many salary disputes initiated by Mr. Cady throughout his employment.

Teachers' Salary Negotiations

On June 23, 1855 Mr. Cady again tendered his resignation unless he received a raise and again his salary was increased by \$100 per year. By using the same method in 1856, Cady received a raise of his annual salary to \$1,000. Junior Department Principal Alvira Tobey and teachers Miss Patten and Miss Salisbury followed suit and threatened resignation unless raises were received.

All raises were granted by the Town; Cady, however, was paid an exhorbitant annual salary in comparison to the teachers and other principals, the highest paid being at \$200 in 1856 compared to his \$1,000 income.

It was not unusual for the teaching staff to follow this tactic as the policy of the School

Committee was to not offer raises. By 1865, the female teachers followed a less aggressive policy by petitioning for a raise and that year a special appropriation was made of \$3,300 to increase their salaries.

The policy of the School Committee regarding raises still was not changed, so by 1871 the teachers were leaving town for better paying teaching jobs.

By 1879 the depression in Town necessitated a 10 percent pay cut for all the remaining instructional staff and High School Principal Alvin F. Pease resigned. In 1896 the School Committee pointed out the low salaries of the teachers but the taxpayers were unwilling to approve a raise.

A First Assistant's pay (a female principal) was equal to a primary teacher's pay elsewhere in Rhode Island. By 1907, the demand for teachers had exceeded the supply. Some schools elsewhere in Rhode Island had closed temporarily to try to fill the vacancies. Women in the mills in Warwick were earning more than teachers.

In its report of 1914 the School Committee indicated that most of the janitors were paid more than the teachers.

Finally, in 1916 a special appropriation of \$3,500 was approved at the Town meeting to give teachers a raise which made their salaries commensurate with the rest of Rhode Island. The annual salary upper limit was \$650 for the lower grades and \$800 for the high school level (still not as much as Mr. Cady was making almost 60 years earlier).

Despite this adjustment, in 1917 Superintendent Staples' report mentioned that the teachers would again be requesting a raise. Mr. Staples made an astute prophesy by discussing the strength of the industrial workers because

of their organizations and unions. The School Committee did not heed Mr. Staples' warning and by 1923, the high school principal complained in his report that he was losing teachers due to low salaries.

Previously, the School Committee only hired teachers from Warren, but according to an article in the *Warren Gazette* on February 14, 1929 out of town teachers were now being considered.

During the Great Depression, teachers' salaries were cut by 10 percent. In 1940, two years after the School Committee's request, teachers' salaries were restored to before Depression levels by a special appropriation of \$3,890 at Town meeting. A salary schedule was established whereby men and women teachers at the high school level ranged between \$1,200 and \$1,700 per year. Elementary level women were paid between \$900 and \$1,400 and elementary male teachers received \$1,000 to \$1,500 annually.

The maximum was increased by \$100 for a teacher with a master's degree. All but two teachers at the high school held a Bachelor's Degree; one teacher held a Master's Degree as well and one had completed a teaching course at the Normal School.

In 1947 teachers' salaries were adjusted to the cost of living. This salary scale apparently was not adequate as quite a few teachers moved on to other positions or marriage. The pension law created in 1909 was amended in 1948 by the Rhode Island General Assembly whereby a formal pension system was set up for teachers. Teachers would receive a pension after 36 years of service and must retire at 70 years of age. Five percent of their pay each year was contributed to the pension fund. The town of Warren gave three percent and the

State matched each town's contribution. A total of \$4,500 was allotted from Warren's budget that year.

Three years later, the Rhode Island Institute of Instruction prepared a "Statewide Minimum Single Salary Schedule for Teachers in the Cities and Towns of Rhode Island" to be voted on in the General Assembly, which required a minimum salary of \$2,400 and a maximum of \$4,000 per year.

The School Committee report included an appeal from the teachers to the taxpayers, requesting that they approve an increase of \$500 in their annual salary. The raise was granted the following year.

In 1954, the General Assembly passed yet another bill which increased the range of teaching salaries to between \$3,200 and \$5,200. All Rhode Island school systems were required to adhere to this new schedule by 1957.

Just prior to the deadline, Warren's teachers received the adjustment to the minimum which resulted in a budget increase of 44 percent that year. Salaries accounted for 73 percent of the total school budget. The following year, the superintendent pushed for raises again because Warren's teachers had the lowest salary schedule in the state.

The taxpayers still did not prioritize the pay of teachers and by 1963, the School Committee reported an alarmingly high turnover of Warren's teaching positions and requested a \$400 per year across the board raise.

In his 1964 report, School Committee Chairman John Barry wrote that Warren had had the lowest paid teachers in the state for three consecutive years. The salary range was \$4,200 to \$6,200 in 11 steps. As a result, eight teachers resigned in 1961, 15 more teachers gave up their positions in 1962 and 19 more left in 1963.

The raise was rejected by the taxpayers that year and in an unprecedented move (but permissable by the bylaws) to prevent a "mass

exodus of teachers the School Committee unanimously decided to grant the raise without taxpayer approval while cutting other areas of the budget."

Mr. Barry wrote:

The teaching staff is the hub of any school system. When



Warren High School Class of 1903 with teacher Louise F. Drowne.

that staff is weak, your system is weak—regardless of whether or not you have new buildings and expensive equipment. The Board has long agreed that Warren is not the type of town that can afford to keep up with the 'Jones' in the area of teachers' salaries, but the Board also feels that Warren is not so badly off financially that it should have to let its teachers be the worst paid in Rhode Island for three straight years.

There was a happy ending to that school year for the State increased educational aid to all towns and the Warren School Department ended the year with a \$7,700 surplus; however, the following year, Chairman Barry explained

ers' salaries yet Warren's teachers were in fact at the bottom of the pay scale statewide.

the teacher salary situation very well in his

that year comprised 70 percent of the total

report. He mentioned that the school budget

budget; of that sum, 68 percent went to teach-

He pleaded with the taxpayers to maintain competitive salary schedules for its teachers so that Warren would not become a "training ground" for young teachers to learn the basics of their job only to apply this experience in another school system at better pay.

Instead of focusing on improving the school system, the superintendents spent most of this decade trying to fill vacant teaching positions and in 1964, two of Warren's principals of many years left for other teaching positions at salaries over 50 percent higher

than Warren was paying. In addition, the Warren School Department went through four superintendents during these 11 years.

Superintendent Hedberg resigned in 1970 out of frustration with this issue. Not only were teachers disgruntled but the School Committee also had taken a turn for the worse which caused Mr. Hedberg to be...

concerned about the education of the children of Warren because of the direction that the Warren School Department has been taking; a direction over which I, as the chief school administrator, have had little or no control.

He went on to write:

Personnel at each level are being affected by a mistrust which seems to be permeating the school system. A general lack of discretion on the part of a few individuals can be very harmful to a whole school system. Some of our most capable teachers are considering leaving our system because of this situation.

Around 1970, a teachers' union was formed under the name of the Warren Educators' Association (WEA). The tension between the teachers and the School Committee escalated each year and in 1972 School Committee Chairman Nunes mentioned "continued militancy of teacher unions in the area of compensation and classroom size."

In 1975 after over a century of frustration, Warren's teachers walked off the job. After one week they returned to work. The result was consecutive salary increases for teachers during the 1970s; however, during a financial depression in 1977 the teachers and administrators accepted a salary freeze with the understanding that an 11 percent raise would be approved two years later. The raise was granted in 1979 bringing their salaries to the state median. A three-week teacher strike in 1986 resulted in further concessions. For the 1997/1998 school

year teachers are paid on a 10 step schedule ranging from \$25,000 to \$47,000 annually.

High School Curriculum

One hundred fifty years ago, the school year traditionally started on the Monday after the commencement of Brown University.

It consisted of four terms, the first three followed by a one week vacation and the fourth followed by a three week summer vacation. The school day was divided into two sessions, the first from 9 AM to 12 PM and the second from 2 PM until 5 PM. Saturdays, Sundays, Christmas and Independence Day were holidays. The courses offered were Spelling, Reading, Writing, English Grammar, Geography, History of the United States, Elements of Ancient and Modern History, Arithmetic, Algebra, Geometry, Surveying, Navigation, Bookkeeping, Composition, Declamation, Latin and Greek, Natural and Intellectual Philosophy, Rhetoric, Moral Philosophy, and Animal and Vegetable Physiology.

The purpose of the high school was to prepare students for teaching careers and its curriculum which remained in effect until 1896 reflected this goal. A complete curriculum published in 1874 follows:

Grade 5 - Practical Arithmetic, Mental Arithmetic, Geography, Reading and Spelling

Grades 6 to 8 - Arithmetic, Geography, Grammar, Reading and Spelling.

Grade 9 - Arithmetic, Grammar, Geography, Reading and Spelling;

Grade 10 - Arithmetic, Grammar, U. S. History, Reading and Spelling. Latin introduction was optional.

Grade 11 - Algebra, Physical Geography, U. S. History completed, Physiology, and grammatical exercises from the reader. Latin reader and English grammar were optional;

Grade 12 -Algebra completed and Geometry commenced, Natural Philosophy, Ancient and Modern History of Greece, Rome, France and England. The Latin reader and Virgil were optional;

Grade 13 - Geometry continued, Chemistry, Rhetoric, Botany in summer. Virgil was optional.

Grade 14 - Moral and Intellectual Philosophy, English Literature and Linguistics, Astronomy, Botany in the summer term.

Students desiring to enter college, pursued the following called the Classical Course:

Grade 12 - Latin - Caesar's De Bello Gallico, Cicero's Orations, Harkness' Latin Composition, Harkness' Latin Grammar. Greek - Boise's First lesson in Greek, Hadley's Greek Grammar, Algebra

Grade 13 - Latin - Virgil, Latin Composition, Grammar. Greek - Xenophon's Anabasis, Greek Composition, Grammar.

All students in high school were required to spend the first half hour of each morning alternating between Music one day and Penmanship the other day except in the winter term. The rule of 65 percent to pass on to the next grade was established. The high school course was shortened to 12 grades the following year.

During its first 50 years Liberty Street School graduated mostly women who intended to become teachers. Most of the boys completed school at the grammar level and went out to find work. At this point in history, completion of grammar school was considered an achievement. In addition to the high school commencement, grammar school graduation exercises were held until 1938.

In 1896 the course of study in the high school was radically changed. The Classical Course for college preparation remained the same but the General Course significantly increased its required number of recitations with fewer recitations in Latin. Psychology, Ethics and Constitutional History were added.

The focus shifted to Science, Mathematics and English with less emphasis on Latin. Throughout the 20th century the focus continued moving away from literature and the "dead languages" resulting in significant revisions to the curriculum in both the high school and the lower grades.

The 1960s marked the age of computers and the demand for specialization surfaced as school administrators admitted the impossibility of teaching everything to all students.

Prior to the construction of Liberty Street School, it had been the teacher's responsibility to make fires in the furnaces and sweep the school rooms.

In 1848 the first janitors, James Mason and his brother, were paid \$11 each term to perform this function at the high school. The teachers of the other schools continued to perform custodial duties until sometime prior to 1871 when various individual scholars were paid a pittance for sweeping. After the completion of the Miller Street Schoolhouse in 1870, Hezekiah M. Peck was hired to clean, sweep, make fires and ring the school bell at Liberty and Miller Street schools.

The janitorial staff has been a stable component of the school system, each building having the same janitor for many years, sometimes decades. One such custodian was Ernest Asselin. Known as "Babe" to the students, Mr. Asselin was honored in every high school yearbook from at least 1932 until 1957 when



"Babe"- Ernest Asselin was a wellloved janitor in the high school for many years. This photo was in the 1940 Warren High School yearbook.

he retired after serving Warren's School Department for over 30 years.

Often, a custodian's work goes unnoticed but many times over the years, various janitors were recognized. For example, in 1946 the School Committee lauded janitor Wilbrod Bouffard:

It is his responsibility to maintain the temperature at the required level and it is his initiative that keeps the building and grounds in a healthy condition. He is the first one in the building daily, and invariably, he is the last one to leave. Our building is used often after school hours for educational meetings and on these days he is detained much later than usual.

Over the next century, as the size of the schools increased, so did the janitorial staff.

In 1927 for example, Liberty, Joyce, Main, Child, Vernon, Touisset and Windmill Hill Schools each had one janitor with two at the new Warren High School (Mary V. Quirk School).

After the completion of Kickemuit Middle School a full-time maintenance crew was hired in addition to the custodial staff.

By 1969 when Hugh Cole School was opened, the janitorial staff had grown to 13 custodians, two maintenance men and a chief of maintenance for seven schools.

First Primary School Baker Street School

Although the Cambell School Fund was providing primary education for about 40 students each year, many children were not benefitting from public education because being able to read was a requirement for entrance into the public school.

Those students who did not gain entrance to the Cambell School could possibly never receive any education because their parents could neither afford the fee for private tutors nor teach their children to read due to their own low literacy level; therefore, following a vote at the Town meeting on April 16, 1856, Messrs. Randall and Cooke of the School Committee researched the option of a primary school to teach the basics of reading.

This type of school was enthusiastically embraced by the Town, so Martha Hall was

quickly hired as teaching principal at a salary of \$200 per year. The school was opened in the Town Building on Baker Street on May 26, 1856.

For admittance, pupils were required to be no less than 4 years old instead of the previous eight years. These students did not pass into the intermediate school until they could spell words of two syllables and have a good grasp of mathematics. On the first day of school, 105 students were present to meet one teacher. To accommodate this unexpected popularity, Miss Mary E. Moore was hired shortly thereafter at \$175 per year making the ratio of the primary department more than 50 students to each teacher. This ratio was not unusual at that time with Liberty Street School averaging 50 students per teacher; however, the ages of these young children and the overcrowded condition of this school room required resolution.

A sub-committee was established to draw plans and get estimates for two additional primary schoolhouses. The business depression, which severely affected the financial position of the Town, caused hesitancy by the School Committee in requesting funds for another schoolhouse; however, the following year conditions worsened and the Committee requested action.

Year after year the School Committee expounded on the importance of providing "this army of little children" with a proper primary school but the Town was in dire financial straits and, despite the sympathy of many townspeople, the economic conditions delayed action for over a decade until 1870 when Miller Street School was built.

During those 14 years of waiting, there

was a very high turnover of teachers. The School Committee published the primary curriculum in 1871 as follows:

Second Primary (Grade 1) - The alphabet, spelling cards, words of five letters, blackboard exercises.

First Primary (Grade 2) - Second reader, spelling, blackboard exercises, arithmetic exercises.

Intermediate School (Grades 3 and 4) - The third reader, spelling, mental arithmetic, geography, writing.

The age of admission had been changed from 4 to 5 years old.

After the Primary Department was relocated to Miller Street School, the Baker Street building remained in use as a school-house. In 1895, a room in the Baker Street building known as Bosworth's Hall, received modern desks. The room's capacity was 45 pupils. During that time the school was ungraded and its enrollment consisted of pupils who "preferred to roam the streets." The principal who managed Baker and Miller Street Schools, wrote in his report that these children "try to do well, sometimes."

In 1896 the Superintendent's report discussed a concept he referred to as the "three Rs" and that Reading, Writing and Arithmetic should be mastered in order to better grasp other subjects and succeed at whatever career is chosen. The complete curriculum was listed with small letters and numbers 1 to 10 being taught in grade 1 and capital letters with numbers 11 to 20 in grade 2. The lower half of the Baker Street building was sold to Amity Lodge on March 14, 1903 after the opening of the new primary school on Joyce Street.

School Schedule

The length of the school day and year was continually debated.

In 1860 the West district had three terms followed by one week of vacation and a fourth term ending with a five-week vacation. Summer school attendance was very low and the School Committee reported that some people had suggested lengthening the summer vacation. The Rules and Regulations published in 1864 listed a six-week summer vacation.

Fifty years later, the high school principal's report of 1916 complained of the lengthy 10-week summer vacation stating that the students had lost so much in certain areas by the start of school in September that most of the first term was taken up with reteaching these areas. He suggested a six-week term in summer for the commercial students with two weeks vacation before and after and an incentive that they will probably graduate a year early.

In 1857, the pupils petitioned the school committee to change the high school schedule to one five-hour session. It was rejected. The two-session school day continued for another 100 years despite complaints and pleas by the administration, parents and students.

In 1860, the school day ran from 9 AM to 5 PM with a two-hour recess/lunchbreak. During the fourth term, the school day ran from 8 AM to 5 PM with a three-hour break. It was assumed that the scholars would return home for lunch but as overcrowding at the turn of the century caused students from Child and Vernon Street schools to attend the West District schools in fourth grade, many children were left wandering the streets during lunch break.

It was not until 1915 when enrollment in

the high school was so great that a change was necessitated. After sending out a survey to parents, the unanimous decision was to convert the high school day to one session and have one teacher stay late each day for special work.

The following year, the school day was switched back to the two-session schedule which was referenced in the School Committee's report of 1917 as a failure because of the lack of attendance in the afterdinner session.

A state mandate in 1920 required that the school day be at least 300 minutes not including recess. Warren's school day was extended by 30 minutes. In 1924 recess was eliminated altogether at Main, Joyce and Child Street Schools. Instead, these scholars had five minutes of a basement file and 10 minutes of physical drill in the class room. The two-hour lunchbreak remained.

During the 1930s, a scholar's day began at 9:00 AM and ran to 3:30 PM with a 1.5 hour recess/lunch break from 11:30 AM to 1:00 PM and again there were complaints on behalf of the pupils who were transported by bus and could not go home during this period.

By 1940 the school day and the lunch/recess period had been shortened by half an hour. The elementary school day was from 9:00 AM to noon resuming from 1:00 to 3:00 PM with no other recess. The high school day ran from 8:45 AM to 2:00 PM.

Principal Lombardi complained of the two-session school day in 1943 and requested changing to one continuous session. As late as 1952 the Joyce Street principal requested changing to a one-session school day. No record was found indicating what year the school day was changed to one session.

Female Teachers

Warren always had its share of female teachers; the School Committee had stressed the philosophy that females were particularly successful in the primary and other younger grades. In 1859, eight of the 10 teachers in Warren were female.

Equal standing between male and female teachers was a different story. In fact, other than in the outlying East and North District schools, females were not even referred to as teachers. The males were called teachers and the females were referred to as assistants.

Females were not permitted to teach in



Hannah Welsh Hickey who taught at Warren High from 1912 to 1956 as pictured in this photo taken from a 1956 WHS yearbook.

the high or grammar schools without the supervision of a male teaching principal.

In addition, male teachers were paid more money. In 1914, for example, the two male principals of the high school with five classes and 75 students and the grammar school with seven teachers and 250 pupils, were paid twice as much as Mary V. Quirk, principal of 10 teachers and almost 600 students.

It was not until 1946 that the School Committee adopted a "single salary" schedule whereby men and women were paid the same salary, based on their degree and tenure.

Men were allowed to be married but women were strongly discouraged from marrying. As late as 1931 the School Committee reported:

Last summer our supervisor of physical education, Miss Catherine L. Ney, committed the unpardonable crime of matrimony and thus was dropped automatically from our teaching force. The position was not filled.

That summer, the school committee formally instituted its policy against employing married women and five teachers were not reappointed as a result saving the Town \$500 because these women happened to be at the maximum salary.

One teacher who remained involved with the school system after her marriage was Hannah Welsh Hickey. A graduate of Brown University, she had left her high school teaching career when she married. Then, in 1925, she became the first female School Committee member. Mrs. Hickey served on the School Committee until the outbreak of World War II when the shortage of male teachers enabled her and many other "retired" married teachers to fill in on a permanent substitute basis.

As the war dragged on, these married teachers were no longer considered full-time

substitutes but full-time employees and therefore the School Committee temporarily repealed the school department by-law which stated:

No married woman shall be eligible for any type of employment in the school department of the town except in a substitute capacity. The marriage of any woman employee shall automatically remove her from tenure.

The vote, held on February 11, 1947, was unanimous. Despite this victory for women the Chairman declared that there were five unmarried local students in teaching colleges who would be graduating in about three years. He hoped that some of these students would return to Warren to teach and "the committee and I feel confident that when the supply of local, qualified, unmarried, teachers is adequate, these married teachers will willingly resign their positions." Teacher Lucille S. Barry immediately took advantage of the temporary change of sentiment toward married women teachers and wed fellow teacher Charles H. Burdge.

By 1953 the Superintendent reported that two teachers had resigned to get married. The policy of the School Committee at that time was to employ married women on a day-to-day basis for substitute teaching only. The teaching ranks still held Mrs. Hickey who would retire in another three years. The Superintendent suggested that because of the scarcity of qualified teachers, the School Committee reconsider its policy on employment of married women as teachers. The following year, married teachers were employed for the double session classes at Child Street. No record was found to indicate what year the School Committee permanently rescinded its policy regarding not employing married women on a fulltime, full-benefit basis.

First School Library

The first school library was started by high school principal William T. Peck in 1871.

That year during spring vacation, high school pupils held an entertainment at the Armory Hall which raised \$267 to purchase books.

From their inception school libraries faced a constant battle to balance available funding with expanding needs and expectations. By 1937 the high school principal regarded the school library as "worthless" most of the books being out of date or severely worn. His request of a \$200 annual appropriation to rejuvenate the library was denied.

In an effort to remedy the situation, arrangements were made in 1941 with the Trustees of the George Hail Library to develop a reference library with particular emphasis on the high school students. Librarian Max A. Saugy reported that a resolution had passed at a special Town meeting setting up a reference library for the grammar and high schools at the George Hail Library.

A school librarian was to be appointed by the corporation of the Library whose duties were to co-ordinate the extended facilities of the George Hail Free Library to the needs of the School Department.

The Corporation purchased encyclopedias as well as numerous reference books.

In addition, over 500 volumes were available for the high school reading list. In 1943 a *World Book Encyclopedia* was purchased for the grammar school students and the school librarian reported that the relationship with the George Hail Free Library was stronger than ever.

In 1945 the shop students converted one

of the high school classrooms into a library and, despite the paper shortage caused by World War II, many books were purchased. The cooperative program with George Hail Library next focused on the grammar school level. Each week Principal Lombardi received a number of books from the Library which he issued to the students.

Ten years later, an independent survey of Warren's schools reported that although the school textbooks were up to date, the library "scarcely deserves the name." New state laws during the 1950s required elementary libraries, dictated staffing requirements for junior and senior high school libraries and set mandatory minimum volume levels.

These mandates resulted in basement renovations in the Child Street School to create the Anna Hughes Memorial Library in 1963, in the Liberty Street School for the Annie L. O'Brien Memorial Library in 1964 and in Joyce Street and Main Street Schools for small central libraries. None of these schools had a librarian nor were the books catalogued.

At the high school level, efforts were focused on providing adequate library staff and increasing the number of volumes to the state minimum. A basement room was renovated by the shop students at Mary V. Quirk Junior High School to accommodate a library.

By 1969 all school libraries were up to state standards. A full-time librarian was hired for the primary level and all elementary school libraries had adequate staff for 2 1/2 days per week. The Hugh Cole School, junior high and high school each had a full-time librarian and the high school also had a full-time library aide. The four primary schools had 2,000 volumes; Hugh Cole contained 4,300 volumes, Mary V. Quirk Junior High housed 3,200 volumes and

the high school had 4,400 volumes.

Based on school enrollment the state criteria were met. The following year media centers were started in order to update the libraries technologically.

Evening School

On December 18, 1871 an evening school, with Mr. Lewis H. Bowen teaching for \$30 each month, was started in a room in the Town building on Baker Street.

The original intent was to house the evening school in the Miller Street building but the pupils were too large for the desks. On January 22, 1872 another room was prepared on Water Street due to immediate overcrowding at Baker Street. Miss Annie Driscol was hired as an additional teacher at the same salary.

There were 100 students that year. Three years later, the minimum age limit to enroll in the evening school was increased from 12 to 14 years. The state reimbursed the Town \$150 each year to hold this type of school.

For the next 50 years, with an interruption in 1902 caused by the coal famine, the Evening School was held at the Liberty Street, Miller Street, Baker Street, Conway's Block and Child Street buildings as well as many other places throughout town. The purpose of this school was to educate at a grammar and elementary level those young men and women who had to work during regular school hours.

In 1915 the Commercial Evening School opened offering shorthand, typewriting and bookkeeping. These commercial classes continued to gain in popularity requiring a second teacher in 1923 and a third in 1928. Starting in 1919 classes in Americanization were offered.

When a law was passed in 1920 requiring evening schools for everyone between 16 and 21 who did not know English, the evening school buildings almost burst at the seams. The school was so crowded that nine teachers were needed that year.

The evening school evolved over the years by revising course offerings to meet changing needs. The evening school was revived in 1961 as the Adult Education Program with one of five grants awarded nationwide.

Adult Education also offered training in data processing, welding and auto-mechanics. In 1969, classes were offered at Grace Barker Nursing Home and Carol Cable Company as well as at the high school and junior high.

The main focus in the second half of the 20th century has been on high school equivalency diplomas, job training, certification programs and general interest courses. The Adult Education Program is now housed at Mary V. Quirk School on Main Street.



The Warren High School Orchestra as pictured in a yearbook from 1941.

Music Program

Also in 1871 the School Committee recommended that one hour of music instruction be performed in all grades except the two

lower grades.

Helen L. Ross was hired as music teacher for \$200 each year. Also that year, a number of citizens collaborated to purchase a "cabinet organ" for the Liberty Street School. In 1874 music was made compulsory and was added to

the intermediate level; previously the older boys had not participated but the School Committee believed that music was necessary for good mental health. It also expressed the opinion that only the elite could afford to educate their children in music; ergo, the necessity for it to be part of public education.

By 1896, music was taught in all grades through high school. The instructor would visit each school once a week and assign lessons which the regular teacher would dole out until the next visit.

In 1912, music courses and singing, were introduced in the High School. Two years later, Warren regionalized with Bristol for the first time when the Warren music teacher, Katherine C. Linton passed away. Both towns shared Beatrice Chisholm who followed the same program as before, visiting each school in both towns once each week. When Miss Chisholm resigned in 1918, Bristol decided to hire its own teacher and although Barrington offered to regionalize, the Town was able to hire Josephine Estes full-time.

By 1920 the economic depression or perhaps the air surrounding the mills had affected the music program. In her report, Miss Estes complained about hoarse or husky voices among the youngsters as a result of poor physical care.

Throughout the Depression and the following "war years" the music program remained at status quo.

Music teacher Adeline M. Mantino's tenure with the Warren school system was short-lived; however, her accomplishments were great. She was responsible for the introduction of musical instruments 80 years after



This photo from the Charles W. Greene Museum at the George Hail Library shows a primary grade from the Miller Street School circa late 19th century.

the inauguration of the music program.

"Tonettes" were taught at the elementary level with 150 instruments distributed. That same year, an effort was made to form the first school band. Rental of instruments through a music firm was available for those students ready to graduate from "Tonettes."

Mr. Arthur Leland made the community hall available for the twice-weekly beginner and once-a-week advanced rehearsals for an

elementary school band.

In 1954 Miss Mantino resigned:

She was an energetic worker, and gave much extra time and effort to organizing a school band. We are sorry to lose her and wish her success and happiness in her new position.

A buffet testimonial was given in her honor by the Warren School Band Parents Association at the Royal Room of the Columbus Club with more than 300 attending. Mr. Fred J. Janitto was master of ceremonies with many notable Warrenites speaking her accolades. The Parents Band Association presented a watch to Miss Mantino. All of her band students were present.

Mr. George Goneconto continued Miss Mantino's program of expansion down through the grades until regular music training was offered through grade 1.

During his tenure of nearly 20 years, the band, chorus and orchestra flourished.

Warren Primary School also known as Miller Street School

At a Town meeting in 1870, it was resolved that a primary school should be built \$12,000 was appropriated for a four-room building of wood.

Dedicated on October 15, 1871, Miller Street School immediately occupied two rooms with 114 students. The Second Primary (first grade) and the First Primary (second grade) occupied one room and the Intermediate (third and fourth grade) was located in a second room.

That winter, so many students enrolled that a third room was opened for the Fifth Grade from the Liberty Street Grammar School and another teacher was hired. By 1895, all four rooms housed the intermediate grades with a seating capacity of 123 scholars. The Miller Street building was occupied by grades 1 to 5 in various combinations until 1902 when grades 5 to 7 were held there.

The student population assigned to Miller Street School fluctuated greatly after the completion of the new South Main Street

Grammar School.

In 1916, four first grade classes were held in the Miller Street building with an average enrollment of 45 to 50 students per teacher. By 1920, this school was in double sessions due to a population explosion of school-aged children.

In contrast, a School Committee report lists only one room being occupied by 1928, and in 1932 Miller Street was no longer used for schooling but rather as a lunch station for children. Its other rooms were leased out to the American Legion, Boy Scouts, Red Cross, Girl Scouts, Thistle Troop and a private kindergarten.

During its 70 years, Miller Street School and its grounds received similar attention as the other schools. It was neglected with minimal upkeep and in 1906 a fire occurred in the cellar during school hours. Although the teachers put out the fire, the school was listed in poor condition and as a fire trap in the School Committee report. It did receive major interior renovations and steam heat in 1907 at a cost of \$2,500.

In 1920, the original lavatory, "a wooden box with a copper lining," was disposed of in favor of "modern water closets" and the old one was stored in the basement. In 1921, electricity was installed.

About \$4,000 was spent in 1924 on general improvements and in 1926 extensive repairs were made to the roof and exterior walls. The following year, the school was completely renovated at a cost of \$3,540. New floors, new blackboards, a teacher's restroom and a lavatory were installed; the inside chimney running between two wooden staircases to the roof was removed; two coats of paint were applied to the exterior and the plaster and

fences were repaired.

Other than galvanized iron chain link fences with iron posts set in cement installed at the eastern and northern sides of the school in 1930, no other improvements were made.

On January 13, 1941 the Miller Street schoolhouse was destroyed by fire. In 1863, after the Warren Ladies Seminary burned down, an insurance policy had been purchased for the Liberty Street building and all other school buildings as they were built. The insurance appraisers declared the Miller Street

Schoolhouse a total loss. The slate in the blackboards had already been removed. The brick and iron were sold and the wood was given away as kindling. The insurance settlement of \$10,000 was used to convert Vernon Street School into the **Industrial Arts** Annex.



John M. Harkins, WHS principal from 1912 to 1940 and superintendent from 1941 to 1958.

Superintendents

Warren hired George Lewis Cooke, its own School Committee Chairman, at an annual salary of \$200 as its first superintendent in 1872.

He was replaced by another School Committee member, Reverend Samuel K. Dexter, in 1874. In his report that year, Rev. Dexter made a strong appeal for compulsory



This group of children attended classes at the South District School known as the Vernon Street schoolhouse when it was built in 1875.

education as a law. He pointed out that children repeated grades due to numerous absences, not inability. He made a concerted effort at improving attendance not only in the lower grades as mandated by law but also at the high school level.

By 1877, when the next School Committee member, Reverend William N. Ackley, assumed the position of superintendent, average attendance in the high school had been 96 percent for the previous two years.

The superintendent supplemented the efforts of the school district trustees by regularly visiting each school, noting its condition and observing the teachers and students.

During the school year 1879-1880

Superintendent Ackley, made 128 formal visits to Warren's six schools. The superintendent held the only paid administrative position in the school system until 1896 when the Clerk and Chairman of the School Committee started receiving \$25 per year for their efforts.

Also in the 1890s, for the first time, the Superintendent was neither a Reverend nor a member of the School Committee nor were any of the superintendents who followed him.

South District School also known as Vernon Street School

In 1875 after the boundary dispute with

Bristol was settled, an ungraded schoolhouse was built on Vernon Street and the South District was formed. The Town appropriated \$8,000 for the following purpose:

The purchase of a suitable lot of land in the south district of not less then one acre, and enclosing the same with a suitable fence, the digging of a well on the same and providing a pump, and the erection of a suitable schoolhouse, fitted to accommodate not less then 60 scholars, to properly finish said house, to procure suitable heating apparatus and secure good ventilation and all other appurtanences as may be required.

During the construction of Vernon Street School, the students and their teacher, Miss Louise F. Drowne, had been housed in a small, poorly ventilated room in a nearby building.

In 1895, an attempt was made to grade the classrooms at Vernon Street but the teaching philosophy remained the same as at the other outlying schools in that students could advance through the grades as ability demonstrated.

By 1914, grades 1, 2 and 3, 4 were held at Vernon Street after which the scholars could continue their education at Joyce Street.

Other than being painted a couple of times in the 19th century, there were no repairs or improvements made to Vernon Street School until 1912 when \$1,650 was spent for an addition to the school, converting it into a two-room building; \$375 was spent for a modern steam heating apparatus; the basement was cemented and the water connected. In 1913 the outhouses were replaced with toilet facilities for \$277.

The building was well maintained during the 1920s. The wire fence was installed, the

building was shingled and guttered, a rest room was installed in the basement; and it received a new roof and furniture as well as electric light fixtures. On the morning of November 29, 1939, "a fire of undetermined origin damaged the basement" and smokestained the walls and ceilings. Repairs were made by Wilfred A. Monast & Son to one of the rooms causing only one day's loss of school. Mrs. Flora Gagnon, at no cost to the Town, provided transportation for the students to Joyce Street School until repairs were completed.

After being repaired, the school was in excellent shape. The interior was redecorated, a new maple floor was laid in the north room, new master locks were installed, cement steps were constructed, slate blackboards and bulletin boards were acquired, the basement was renovated and the first grade furniture was re-varnished.

The school was in mint condition when it was closed in September 1940 following a public hearing with the Director of Education. In 1941, it was rewired for shop courses and was renamed the Warren High School Industrial Arts Annex which it remained until 1958 when the new high school on Child Street was completed. Vernon Street School was sold in 1961 to the Bristol County Fraternal Order of Police Holding Company.

Drawing and Art Program

Around 1890 drawing was added to the curriculum. The first art supervisor taught the children to sketch. Like the music teacher, she visited each school for one period each week.

In 1901 basket-making was introduced at Christmastime. Art was not offered in the

high school at that time.

Miss Florence Bennett, hired in 1904, expanded the drawing program to other creative areas such as sewing and bookbinding. As the drawing program continued to grow, Miss Bennett's schedule was expanded by one more day each week in 1915 and yet another day each week in 1917.

At the high school, drawing had been offered as an extra-curricular activity prior to 1917 when it was incorporated into the school day. By 1920 sewing was taught for 45 minutes each week in all grades. In 1922 a sewing machine was purchased by the Warren Mothers' Club for the 50 students of that class to share. Over the next 25 years, Miss Bennett continued to offer innovative and inspiring programs to her students despite a very demanding work load.

After her retirement in 1949, the School Committee passed the following resolution on behalf of Miss Bennett:

Whereas the School Committee has learned with deep regret of the decision of Miss Florence S. Bennett to retire from active service as supervisor of art in the Public Schools of Warren and whereas Miss Bennett has served the Town of Warren over a period of 44 years with honor and distinction and whereas Miss Bennett has been the recipient of the affection of teachers and pupils alike, for those rare qualities which go to make up the ideal requisites of a great teacher patience, understanding and the desire to bring into the classroom the beauties of life and the world as exemplified in the artistic expression. Now therefore be it resolved that the School Committee of the town of Warren, Rhode Island, on this 12th day of July A.D. 1949 extends to Miss Florence S. Bennett deep appreciation of her many years of faithful service and wishes for her in the years to come that peace of mind which passes all understanding along with good health and happiness.

Superintendent Harkins added:
She was recognized as an authority in her field throughout the State, and inspired teachers and students to appreciate beauty in form and color in their surroundings. We shall miss her very much.

Physical Education and Sports

Physical education was first offered in 1890. Five years later, the program was discontinued when the teacher accepted a position in Woonsocket at three times her Warren pay.

It was not until 1916 that dancing, light gymnastics and posture were made available to high school students as an after school program. Also that year Liberty Street School Principal Joseph Butler and Vera Judge, one of the teachers, planned to volunteer their time and use the new gymnasium for basketball and to pave the way for competitive athletics for both boys and girls.

Over the next five years, football, basketball and baseball for boys were organized and by 1925 the high school principal boasted that the boys' baseball and basketball teams were among the best in the state even though no facilities were provided for them.

Despite a state law passed in 1917 requiring 20 minutes of daily physical education in all public schools, space constraints prevented a formal program from being offered to all students until 1958. Until then, physical education was held outside, weather permitting and in the Mary V. Quirk School gymnasium, completed in 1928, when overcrowding was not a problem.

The opening of the new high school on

Child Street was followed by an expansion of the sports program. In 1961 the baseball field was dedicated. The following year track, cross country and wrestling were added to the high school sports program and baseball, football and basketball were offered at the junior high. At that time grades 3 to 8 received one period each week of outside physical education. Only Mary V. Quirk Junior High and the new high school offered indoor space and all equipment was housed in the high school building.

After Hugh Cole School opened in 1969, the physical education program was extended through the kindergarten grades and offered in all seven schools. Female sports received little attention until 1972 when the program was expanded and offered to the junior high school.

C. Richmond Gardner Medal

The graduating class of 1894 consisted of only 11 pupils when C. Richmond Gardner died on April 1 of acute appendicitis, so close to his graduation. The knowledge of his death was a shock to the whole community as well as to his immediate family and the high school.

His influence had been a constant help to the tone and character of the school. He was foremost in scholarship and surpassed all in the breadth of his general reading and culture. His father, Horace Richmond Gardner, had been a student in the Warren schools and his grandfather, Mr. George T. Gardner was a member of the School Committee when the Liberty Street School was built in 1847.

By direction of the School Committee, a diploma bearing his name was awarded to his family at graduation.

The class of 1894, propose to give as a suitable memorial of their classmate a bronze medal to be called the 'Richmond Gardner Memorial Medal.' The medal proposed is to be made by the Gorham Manufacturing Company and will be two and a quarter inches in diameter, the





COURTESY-CHARLES W. GREENE MUSEUM

The Gardner Medal for Declamation is awarded annually to a graduating senior.

obverse side to have a likeness of their classmate and the inscription 'C. Richmond Gardner, 1876-1894, in Memoriam by Class of 1894.' The reverse side 'High School, Warren, Rhode Island, Awarded to ______, for Excellence in Declamation.' It is understood that this medal is to be awarded every year perpetually to the successful competitor in a public trial for excellence in declamation, competition open to such pupils of the high school as have never received the medal.

The date of the annual contest was the Monday evening preceding the graduation exercises of the High School. Any pupil regularly connected with the high school who had not already won the medal was eligible to compete.

Insubordination, neglect of studies, and other sufficient reasons, may, if the Principal of the High School, the Superintendent of Schools, and the School

Committee so determine, debar a pupil from entering the contest.

This student must hand to the Principal of the high school, his or her name with the subject chosen, at least three weeks before the day of contest. The total number of contestants

had to be between six and 12.

There shall be three judges who are unacquainted, if possible, with any of the contestants, and who shall decide which contestant is entitled to the medal. The judges shall consider the following points with their numerical relativity. Enunciation, 20 points; Gesticulation, 15 points; General Form, 25 points; Personation, 40 points. The judges shall be appointed one each by the contestants, the Principal of the High School, and the School Committee. The judges shall return their decision to the Superintendent of schools in a sealed envelope. He shall not disclose its contents until the medal is to be awarded. The medal shall be awarded at the graduating exercises of the high school, immediately after the presentation of diplomas.

The first contest was held on June 12, 1895 and was won by James Kerwin. In 1897 the principal of the high school mentioned a graduating class of seven; there were six contestants for the C. Richmond Gardner medal which was awarded to Miss Addie O'Brien.

In 1899 a silver C. Richmond Gardner medal was made possible through a \$300 gift of Miss Annie R. Viall, a cousin of Gardner. In her will she stipulated that the income from her bequest, referred to as the "Viall Fund" be used to purchase a silver medal each year as the prize for this oratorical contest.

Mary V. Quirk

In 1896, an impressive student graduated



Mary V. Quirk

from Warren High School. Mary Veronica Ouirk was born in Warren on October 31, 1877. Educated in the Warren school system, she then went on to

graduate from the Rhode Island Normal School and begin her career as a first grade teacher in 1897.

From there she moved on to become the assistant principal of Joyce Street School when it opened in 1903, teaching the fifth grade. She was rewarded for her efforts in 1913 by being promoted to Principal of Joyce Street, the largest school in town, where she continued to teach the fifth grade, with more than 50 pupils in her class. The School Committee wrote in its report that year:

A heavy burden was therefore placed on the very capable shoulders of Miss Quirk, who bore it uncomplainingly during the half year just ended.

Miss Quirk was again noticed for her skill as a teacher when she was made principal of a training school which opened at Joyce Street in 1922, the purpose of which was to give the Normal School students hands-on training under the supervision of an experienced teacher.

In its report that year, the School Committee added that "we are fortunate in having so capable a critic teacher as Miss Quirk."

After completion of the new high school in 1927, Joyce Street was converted to the grammar school and Miss Quirk was transferred to the new elementary school in the Main Street building. Mary V. Quirk made the best of the leaking ceilings and lack of heat while she also instilled such loyalty in her staff that only one teacher resigned during Miss Quirk's 20 year tenure as principal.

As a teaching principal during her whole career, Miss Quirk provided patience and inventiveness to the younger pupils who were trying to master the foundation upon which their education would be built.

For example, one little boy who had learned English as a second language, was having tremendous difficulty learning to read. Miss Ouirk fashioned a card with a hole in it which enabled this boy to read one word at a time and thereby master his reading skill. She personally took this boy into the hallway where it was quieter and patiently showed him how to use his new tool. This young scholar graduated from Warren High School in 1942. When he became a teacher in the Warren School System, Miss Quirk offered him the following advice: never threaten a child with something which cannot be carried out, do not hesitate in being the earliest in school or the latest departing school if it will make one a better teacher and be firm but fair in expectations of students.

Once again, he adhered to her teaching and was promoted to principal of Mary V. Quirk Junior High School and became Warren's Superintendent of Schools in 1970, a position which he held for 16 years. His name was Wilfred Marchand.

After 52 years of service as a remarkable teacher and principal, Miss Quirk retired in 1949. The School Committee accepted her resignation with "profound regret." At a special meeting the Warren School Committee resolved:

Whereas the School Committee has learned with deep regret of the decision of Miss Mary V. Quirk to retire from active service as a teacher in the Public Schools of Warren and whereas Miss Quirk has served the Town of Warren faithfully and well for a period of fifty-two years during which time she has held the responsible position of principal of the Joyce Street and the Main Street schools, and whereas the teaching career of Miss Quirk has been one of rare distinction - she has seen more than one generation reach maturity and go out into the world possessed of those qualities of mind and spirit which have been enriched by association and close contact with a teacher whose life work has been to infuse into their lives that unquenchable fire of high purpose, strength of character, and love of teaching which has been hers to keep alight over these many years, and whereas Miss Ouirk has been an administrator of rarest sort and has been a guide, friend, teacher and critic to innumerable candidates for teaching positions in our schools and other schools of the state. Now therefore be it resolved that the School Committee of the Town of Warren, Rhode Island, on the 12th day of July A.D. 1949 convey to Miss Mary V. Ouirk its sincere thanks for her many years of faithful service, and extend to her profound wishes for the years to come — good health, happiness and peace.

Ten years later, after completion of the third high school in Warren, the old high school was rededicated on November 5, 1959 as Mary V. Quirk Junior High School. Miss Quirk attended the ceremony and dinner reception at the school. The Town Council proclaimed that day to be Mary V. Quirk Day. Miss Quirk purchased a

complete set of the *Encyclopedia Brittanica* as a gift to the school.

Long after her retirement, Miss Quirk continued her dedication to the students of Warren donating \$50 every year to her namesake school for the purchase of reference books for the library. On November 28, 1973 at the age of 96, Mary Veronica Quirk died in the Grace Barker Nursing Home.

Parker Mill School also known as Child Street School

Despite the financial depression during the 1870s and 1880s which prompted the removal of mill families from Warren, enrollment increased from 367 pupils in 1874 to 568 pupils in 1892 which resulted in a new schoolhouse being opened in a hired room.

In a letter to the editor of the *Warren Gazette* on February 25, 1893 reference was made to a suggestion to remodel and enlarge Liberty Street School. For the hired room, the Town was paying \$400 salary and \$300 rent. The state would reimburse \$400 of the cost of a new school but the Town could not fund such a project. Despite the leased room in town, overcrowding continued, requiring double shifts and movement of grades back to Liberty Street School.

While the Town was trying to find money to build a new school, the Free Text Book Act was introduced in 1893. It required the Town to purchase slates, pencils, erasers, pens, ink, paper, books and anything else a pupil needed to do his work. This requirement further taxed the Town's financial resources.



WALTER NEBIKER COLLECTION

Child Street School built in 1908 was also known as the Parker Mill School.

Notwithstanding the destruction by fire of the Warren Manufacturing Co. in 1895, which caused many more families to leave town, overcrowding continued, with new pupils replacing those who had left.

By 1896, there were 65 students for each second grade teacher. The quality of education in Warren had declined significantly and the School Committee made a lengthy plea to parents not to be indifferent to their children's education:

Our schools are an important integral part of our governmental existence. Leave them as isolated communities and one of the chief corner stones of our great republic will begin to crumble to pieces, perhaps fall to the ground.

Not only did academics suffer but the

schoolhouses, receiving minimal maintenance during the previous 25 years, began to show wear. Renovations and repairs were made during 1896 and finally, on March 13, 1897 a committee was appointed to research the need for additional accommodations for schools.

Year after year the committee's report was filed and another committee appointed to perform further research.

By 1899 the quality of the school-

houses had deteriorated to the point where the Rhode Island Commissioner of Education, rather than mentioning Warren as one of the best school systems in the state as had been done by Wilkins Updike before the General Assembly 50 years ago, stated that "new and improved schoolhouses are greatly needed in this town at the present time, as stated in the last reports."

The opening of Parker Mill on February 24, 1900 brought yet another surge in school population.

The School Committee leased space at an unknown location and the Parker Mill District was formed; however, this "barnlike structure" was difficult to heat, furnish or organize as a schoolhouse. Although the school-aged population in this district numbered 300, truancy was

rampant and there was an average of 120 pupils for the two teachers. Work permits were granted to all children applying to Parker Mill Corporation because otherwise the potential scholars were roaming the streets.

In its report of 1903, the School Committee demanded that a four-room schoolhouse be built to accommodate this section of town but 1905 records reveal one teacher for 100 children attending grades 1 and 2 housed in the same building. Parker Mill School was relocated to the Grange Hall some time during 1906 but this building did no better at posing as a schoolhouse.

The following article appeared in the *Warren Gazette* on August 9, 1907:

There exists in the Parker Mill District. so-called, a most deplorable condition as to the location, character and the equipment of the building now occupied for school purposes. The rooms are in no way adapted to the work. By crude methods they have been converted into school rooms. The building sits practically upon the ground, having no basement; the surroundings are very wet, poorly if at all drained, necessarily a menace to comfort and health. The sanitary arrangements provided for those attending the schools are of the most primitive type. The same are adjacent to the school building, almost impossible of control or care to prevent their becoming a nuisance and a danger to the health and morals of the scholars attending the schools. Into the improvised rooms are gathered scholars beyond the true seating capacity of the rooms to prosecute favorably the work of the school. The said rooms have only board partitions through which the noise of either side is readily heard, and the rooms have no proper ventilation, and much of the time are difficult to heat.

At a Town meeting, Building Committee Chairman Drowne requested \$3,500 for a new school in the North District at Windmill Hill, \$2,500 to renovate Miller Street School and \$14,000 to build a schoolhouse in the Parker Mill District. The total request was \$20,000.

Then Mr. Peck, the state legislator, stood up and, while admitting that he knew nothing about schools, opposed the budget request on general principles. He suggested that \$500 be appropriated for procurement of plans and bids for the proposed schoolhouses. Another sub-committee to "consider the school problem" was formed and comprised of: Thomas Loughran, George Barker, Edwin Cady and Gideon Lafferiere. A heated discussion ensued between Mr. Drowne and Mr. McElory, the latter vocally opposing spending any money at all for the Windmill Hill students. Many opinions were aired as to whether the Parker Mill School should be brick or wood, how much money should be spent and the state of the Town's indebtedness. Motions were made and defeated as tempers flared. Mr. Loughran resigned, then Mr. Cady resigned followed by the resignations of Mr. Howland, Mr. Hutchinson and finally Mr. Drowne

When the dust settled, all requests had been voted down except the renovation of Miller Street School for \$2,500. Having been nominated in the midst of the discussion Mr. Peck stood alone. His job was to take the \$500 appropriated for plans and bids and research the feasibility of building a school in the Parker Mill District.

All of this huffing and puffing did not blow the schoolhouse issue down. The situation presented by Mr. Drowne was real and required resolution. Mr. Peck must have found a committee and gotten to work, for the following year, Child Street School was erected in the Parker Mill District.

With a seating capacity of 175 pupils, this school was destined to be outgrown in its first year. Originally intended to be occupied by grades 1 through 7, overcrowding forced the three upper grades to Joyce Street School.

By 1916, overcrowding necessitated that an assistant be hired for the first grade teacher, and the School Committee recommended that an addition be made to the building so that the East District students in grades 5 and higher would not have to travel to Joyce or Main Street Schools for their advanced education.

Its request fell on deaf ears, leading to the first grade class being placed on a part-time schedule in 1917 and double sessions in 1920. Also, the integrity of the building's construction suffered, requiring extensive roof repairs in 1917. Despite this attempt to improve the structure, in 1919 a situation occurred which "threatened the safety of a large number of our pupils" and extensive repairs were done.

In 1924 the School Committee stated that "a six-room addition is imperative." Finally in March 1925, the taxpayers voted to appropriate \$42,000 for a four-room addition to Child Street School. The School Committee selected William R. Walker and Sons of Providence as the architect. Extensive repairs were still needed to the main building so an additional appropriation of \$3,000 was made at a special Town meeting.

That fall the revamped Child Street School with eight rooms and "every convenience that a modern public school should have" opened for pupils up to grade 5. By 1937 as had been originally intended, grades 1 through 7 were accommodated by the Child Street building.

The building received regular upkeep over the next two decades. The slate roof continued leaking and repairs were made in 1928 and again in 1939. As with the other schools in



WALTER NEBIKER COLLECTION

The east facade of Joyce Street School, built in 1903, faced the railroad station.

town, hot water was added in 1944, a room was painted when a kindergarten was started in 1946 and the boiler was replaced in 1948.

With the transfer of the closed Touisset School's pupils in 1940, Child Street's ranks swelled and by 1954 all classrooms were again on double sessions.

Two years later, at a cost of \$3,600 two basements rooms were installed enabling single sessions for grades 1 through 6. These rooms were completely renovated in 1972. In 1975, almost \$15,000 was spent to replace 20 windows and repave the sidewalks.

Child Street School continues to serve the school system, housing 151 scholars in grades 1 through 3 with 12 teachers, three aides, one clerk and one custodian.

Joyce Street School also known as Warren Primary School and Warren Grammar School

In addition to the growing Parker Mill District, the opening of another new mill in 1901 swelled the student population of the West District primary department, prompting a request for additional school accommodations but until the funds could be appropriated, space was leased at various locations in town.

In addition to the Baker Street building, rooms at Conway's Block were rented. Now housing Main Street Florist and The Bedding Center, this space was rented for only two years when on March 16, 1901, \$30,000 was

appropriated for school improvements and construction of a new school. On October 12, an additional \$5,000 was approved and bonds were issued. Later, another \$1,500 for furnishing and yet \$1,000 more for grading and concrete was appropriated. The final result was a new primary schoolhouse referred to as Joyce Street School.

Designed by Albert H. Humes of Pawtucket and constructed at a cost of \$20,000 by Elmer K. Watson of Warren, the School Committee described the original building thus:

> In detail the building is of two stories with a hip roof and is built of Saco brick with a stone foundation, the trimmings being of trimmed Vermont marble and granite. The dimensions are 86 feet by 78 feet 6 inches. It is an eightroom schoolhouse, with main corridors running through the building on both floors, east and west, each being in the centre, with lengths of 45 feet and widths of 22 feet. There are four school rooms on a floor, each being 26 feet by 32 feet in extent. There is a principal's room on the first floor and on the second floor a recitation room 12 feet by 20 feet. On the second floor, directly over the principal's room, is a teacher's room, 12 feet by 12 feet 6 inches. This room opens into the balcony. Each of the school rooms is provided with a wardrobe 5 feet by 200 feet, located in the corridor, in close proximity to the room. In the basement are the lavatories and play rooms, one for boys and the other for the girls. On the same floor are the furnaces which produce the necessary heat for the building. The school rooms are all well lighted, the windows being placed to give the best results in this particular. Of cypress finish in the natural state, the interior of the building has an attractive appearance, there being a dado with a light shade of yellow. There are three approaches to the building, one each on the north, east and west sides. The building fronts

on the north and has a rather striking front entrance, the porch being of wood principally and much of it hand carved. With handsome pillars the upper part is attractive in the arrangement of the pilasters and filigree work.

Housing grades 1 to 4, Joyce Street School was occupied for the first time on Monday, January 26, 1903.

The teachers of the school were Miss Emelyn F. Collins, principal; Miss Annie C. Collins; Miss Pauline F. Kemp; Mrs. Cole; Miss Mary V. Quirk, assistant principal; Miss Emeline M. Hoar; Mrs. Susie L. Hall; Miss Florence S. Allin. Although the grounds were not yet complete, the Building Committee, consisting of Joseph Martin, Edwin Cady, John Brown, John Conley and F. S. Drown, was willing to turn the new school over to the School Committee as leases on rented classrooms had expired on January 1, 1903 and vacation for those students had already been extended one week.

Only 10 years after its erection, overcrowding prompted double sessions at Joyce Street School, extending the school day until after dark; therefore, electric lights were installed in two of the rooms on the lower floor with additional lighting planned for the following year.

Until the lighting was completed, the hallways were converted into classrooms. One result of the double sessions was that most of the first graders did not advance to second grade, thereby compounding the enrollment excess the following year. Overcrowding at Miller Street required the scholars entering fifth grade from Vernon and Child Street Schools to occupy the principal's room at Joyce Street with 56 scholars and one teacher.

With the completion of the new high school in 1927, it was hoped that Joyce Street School could be converted into a grammar school, but it was not until 1940 that Joyce Street contained grammar grades 5 to 8.

Although this building had received regular maintenance and repairs during its first 20 years, neglect during the Great Depression took its toll, and by 1939 the condition of Joyce Street School had become so serious that the School Committee requested a "substantial appropriation" for "extensive and urgent repairs."

Despite an attempt to repair it in 1934 as part of a WPA project, the roof leaked severely and the copper flashing was punctured and loose. All the classroom ceilings and walls had been affected by the leaks. The four chimneys were in dangerous condition, bricks falling to the playground frequently. The building exterior needed paint so badly that areas were rotting. Four of the furnaces were cracked and coal-gas was seeping into the rooms. Repairs were estimated to cost \$10,000.

Two years later, the Town approved a long term repair program for Joyce Street School which was restored over the next decade. The roof was replaced as well as the furnaces, the chimneys and other brickwork were repaired, the building was painted both inside and out, new maple floors were installed throughout, the yard was graded and new concrete sidewalks were laid. Hot water and bubblers were installed and the basement was completely renovated.

By 1950, Joyce Street School had been completely renovated and transformed into a modern junior high school. The building was closed as a school in the mid-1970s by Superintendent Wilfred R. Marchand. Currently it houses the Police and Fire Departments.

Warren PTA

In September of 1913 a parent-teachers' association was formed under the name of the Warren Mothers' Club, whose purpose was "a more intimate connection between the home and the school."

It met monthly on the first Wednesday. A typical meeting opened with a speaker on child welfare followed by a social hour. The first known officers were: president, Mrs. Charles Warner; vice president, Mr. Daniel H. Child; secretary, Mrs. Benjamin A. Church; treasurer, Mrs. David Black. During the next 25 years, the Club held lectures on child welfare and acquired equipment for the sewing course and the physical education program.

No mention was found of the Club in the following two decades, but the organization was revived in 1950 as the Warren Parent-Teacher Association with a much more proactive platform. In addition to providing home economics equipment and interior decoration for the newly renovated Mary V. Quirk School, for the next 25 years it was at the forefront of educational progress, selecting primarily audio/visual equipment for its purchases, expanding all five school libraries by more than 100 volumes through fund-raisers; conducting the first detailed school census in 25 years and establishing safety programs within all of Warren's schools.

Under the leadership of Mrs. Harold D. Parks, the most notable contribution the Warren PTA made was to get the survey and the \$900,000 appropriation for the new high school built in 1957.

That same year the Child Street PTA was established with Harold F. Parks as president; Patricia Ogg, executive vice president; Anna L. M. Hughes, honorary vice president; Mrs. John McMahon, secretary; Mrs. George R. Nunes,

treasurer; and Mrs. H. Charles Benoit, Delegate. There were 54 charter members.

Now called the Warren Elementary
Advisory Committee this organization is
similar to the original one of 1913. This dedicated group of fewer than 25 parents works on
programs to benefit the hundreds of scholars
and three school buildings within the elementary school. The Committee limits itself to
fund-raising for playground purchases, minor
program changes at the individual school level
and various charitable programs through the
schools.

Semi-annual Promotions

As laws were passed increasing the age limit for staying in school, overcrowding continued to plague Warren.

For example, when the new employment law enacted on January 1, 1907 mandated that no child under 14 could work, the School Committee expected an increase in attendance of 200 to 300 students between grades 5 and 9 and they had only nine months to remedy the situation. Until funds could be appropriated, the School Committee experimented with some new methods for dealing with the congestion. Semi-annual promotions were introduced in 1911. This theory was based on the learning method used in the ungraded schools whereby students could advance at their own pace.

In the grammar school, the exceptionally bright scholars were placed in a special class in the hope that they would complete their work in one half of a year rather than in one year. Two years later, Miss Margaret A. Viall was added to the high school staff to accommodate the half-year promoted students from the grammar school each February.

The high school remained on full-year promotions and the brighter scholars were pushed to jump forward yet again while the others remained in ninth grade the following September. This led to another problem four years later when these very young scholars, sometimes as young as 14 years old, graduated from high school. Semi-annual promotions were discontinued in 1929 as requested by Superintendent Staples.

Not only was the grammar school-aged population growing but as the mills hired more and more employees, primary school enrollment swelled. A brief respite was realized in 1911 by increasing the minimum age for entrance into first grade but by 1913 congestion in the elementary grades caused creative moving about of grades between the schools.

An average of 30 pupils for each teacher and using corridors as classrooms were not uncommon. When the first grade population climbed to 160 pupils contained in one and a half school rooms, another bandage was applied in the form of double sessions. This dropped the first grade scholar-to-teacher ratio down to 40 to 1. Although this number of students seems exorbitant by today's standards, studies at that time indicated a class of 18 was too small to be cost-effective but should be no more than 45 for efficient teaching.

The balance between economic gain and educational loss was suggested at 37 to 38 pupils for each teacher. The taxpayers of Warren pushed the odds, which resulted in further decline in the quality of public education.

South Main Street Grammar School

also known as Main Street School

The Warren Public School Committee Report for 1917-18 quoted Joseph A. Butler's 1914 High School Principal's report:

It costs money to be born; it costs money to live; it costs money to die. Why should it not cost money to give our youth the kind of education they need?

By 1914, the School Committee had run out of options for dealing with the overcrowding. Classes had been held in hallways, small overflow rooms and the principals' offices.



South Main Street Grammar School was built in 1916. (Photo taken from the 1917 School Committee report.)

Most grades were on double sessions and semi-annual promotions were being considered at the high school level as well. Although its request had been voted down by the taxpayers the previous year, the School Committee demanded a new school building of eight rooms regardless of the financial condition of the Town.

According to the superintendent, this would barely meet current needs and would provide no room for expansion. At a Town meeting, the voters approved an appropriation of \$50,000 for an eight-room brick building. Property on South Main Street owned by Miss Emma G. Welch was purchased; S. D. Martin of Providence was chosen as the architect and Eastern Construction Company of Woonsocket was awarded the building contract.

Originally referred to as South Main Street Grammar School, the building was intended to enable the Liberty Street School building to become exclusively a high school. Miller Street was to be a second primary school to relieve the congestion at Joyce Street.

After its completion, the seventh and eighth grades from Liberty Street and the fifth and sixth grades from Miller Street were moved to Main Street School; however, this building still could not house all of the grammar grades. Just one year later, the report of the principal at Main Street stated that there were 251 students in this school whose maximum capacity was 150.

As Superintendent Staples had predicted, only three years after the completion of the Main Street building, three rooms were on double sessions. Another contributor to the swelling middle grades came from Child Street School's inability to house the intended grades 1 to 7. After third grade these pupils walked to

the Joyce Street building throughout the winter, causing them to be held back year after year due to lack of attendance.

By 1920 even the drawing supervisor was frustrated, especially with the Main Street overcrowding. She had the task of trying to teach art to 50 scholars in one 45 minute slot each week. That year the principal at Main Street School demanded a remedy to the overcrowding of classrooms with more than 50 students in a room with one teacher. There was no response.

Although the school had opened on schedule, the building committee did not accept the building because the roof leaked every time it rained. The artificial stone trimmings, both the coping and the parapet, leaked. Waterproofing attempts were made repeatedly and without success over the next 25 years until in 1942 the ceiling in one of the classrooms fell. Results of an examination were to replace all of the ceilings and repair the roof. There were double sessions at Joyce Street until the repairs were completed. Because this was not the first school building whose roof had collapsed, all other school buildings were examined by the Building Inspector for possible weakness and determined to be sound.

Secondly, the heating contractor, after specifying that the heating system would heat the building to a uniform temperature of 70 degrees, admitted after tests that additional radiation would be required, which he supplied at no additional expense to the Town. This did not resolve the heating problem which continued throughout the next 10 years until a representative from the Putnam Boiler Company finally repaired the heating in 1927.

Since there was no money for landscaping, by the following year the mud was "a foot

thick, the only dry spot being where the janitor dumped the ashes."

A "bubbler" was available for 125 pupils to use at recess. The school had acquired an "electric slide lantern" but the contractor had not provided electric outlets in the building.

In 1923 a special committee was appointed to oversee the many defects which still required attention. Finally, in 1925, almost 10 years after its construction, funds were appropriated to make "significant improvements." At this point though, the roof still leaked and the heating was not yet functioning properly. There were yet more headaches to come. The original floors, made of a type of cement called Compolite, created dust problems when shoes would scrape off particles causing dust to accumulate everywhere and remain suspended in the air as well. Also, the floor had started cracking and some places were worn through to the wire mesh beneath. New maple floors were installed at a cost of \$2.500.

By 1930, Main Street School housed only first grade classes. Galvanized iron chain link fences with iron posts set in cement, were installed along the north side of the building. During the 1930s, the outside was repainted and most of the desks were resurfaced and varnished. In 1946 a room was painted for a kindergarten class. Ten years later one basement room was installed to eliminate double sessions and in 1958, a second basement room was added. Minor maintenance and repairs were made over the next 20 years until May 16, 1979 when a fire started in the northwest first floor classroom and smoke damaged most of the building's interior. The insurance company paid for the repairs but not for the Town to adhere to the new fire, electrical and alarm codes. In the meantime, space was leased from the Parish Council of St. Jean's.

Main Street School continues to operate as an elementary school with 148 students in grades 1 through 3, instructed by 11 teachers with assistance from five aides, one clerk and one custodian.

Industrial Arts Home Economics

At the same time that the taxpayers were trying to figure out how to contain Warren's students, the school administration was attempting to revise the high school program to encourage more students to graduate from high school.

As early as 1912 Warren's school system had fallen behind state standards and had been dropped from the list of schools approved to the College Entrance Examination Board.

Warren High School had not sent a graduate to college for at least three years. The philosophy of Superintendent Staples was to fit students not for college but for real life work by allowing them a diversity of selections and in 1913 the School Committee report included the results of a study entitled "Does it pay to go to high school?" A grammar school-educated individual at age 25 was earning an average of \$12.75 each week, whereas the average high school educated adult at age 25 was earning \$31.00 per week. (A teacher's weekly pay averaged between \$12.50 and \$15.38 each week.)

Three years later Principal Butler reported the largest graduating class ever: 12 commercial and 11 classical, the latter going on to college and hopefully easing the situation with the College Entrance Examination Board but it was not until 1922 that Warren High School was reinstated.

By 1923 the graduating class had grown from 23 to 114. Female graduates continued to outnumber boys by two to one throughout this period.

Also in his 1913 report, the superintendent wrote about a changing philosophy regarding the purpose for high school which was away from preparing students for "abstract thinking" and jobs of higher learning toward technical or concrete training. "They it is who have built up our industries, harnessed our rivers and tunneled our mountains."

No longer were students considered stupid or incapable if they did not do well in the old school philosophy. The superintendent pushed for Home Economics and Industrial Arts to be part of the curriculum; however, because of overcrowding, the appropriate space could not be allocated until 1916 when rooms for "Domestic Science" and "Manual Training" were planned at Main Street School.

During the 1930s, employment laws and the Great Depression significantly increased high school enrollment while financial cuts in the budget eliminated the struggling Home Economics and Industrial Arts programs. A decade later in 1940 the superintendent reported that Home Economics and Industrial Arts were re-introduced at the high school. Home Economics was held in the basement of what is now Mary V. Quirk School and "Shop" was held in the Vernon Street School, renamed the Industrial Arts Annex of the High School.

The original appropriation of \$3,500 for the establishment of these courses was sufficient. For Home Economics six electric sewing machines, three gas ranges, six combination tables, an electric refrigerator and household utensils were purchased. For Industrial Arts, two woodturning lathes, a screwcutting metal turning lathe, a 16-inch bandsaw, a 6-inch joiner, a bench grinder, a 15-inch drill press, an 18-inch jigsaw and a 10-inch circular saw were purchased.

Health/Medical Inspector/ School Nurse

From the establishment of the first enclosed schoolhouse, epidemics plagued the school population.

As early as 1871 a small pox vaccination was required for entry into the "Public Schools of Warren." In 1922 the Shick Test was used for the first time to determine susceptibility to diphtheria. If positive, the child was inoculated with Diphtheria Toxin-Antitoxin. In 1921, the school nurse reported on a type of "Grippe Cold" that was affecting students in epidemic proportions. By 1934 this virus was referred to as the "Common Cold." Also, during the 1920s and 1930s malnutrition was rampant. In 1930 for example, over 50 percent of the student population in Warren was more than 10 percent underweight. Federal assistance programs dropped the underweight child percentage to less than 20 percent.

By 1936 tuberculin tests were administered in Warren's schools by the RI Department of Health. The previous year poliomyelitis had appeared on the scene causing one death. Polio continued threatening Warren's children for over 20 years and in 1956 school was opened 13 days late due to a polio epidemic. Immunizations were available in 1956 for whooping cough, polio and diptheria but they were not required for public school entry until 1969 in addition to tetanus and measles. Two years later immunization against German measles

was mandatory.

Until the 20th century, a child's health and well-being were considered the parents' responsibility; however, sometime prior to 1912, state law required tests in sight and hearing of all pupils. In Warren, these tests were performed by the teacher. Children who failed the eye test were referred to Dr. Frank T. Feaney. Each year for at least four decades the Lion's Club purchased eyeglasses for indigent children. As early as 1915, Warren had four dental inspectors: Drs. John Denby, Louis R. Seymour, Lawrence F. Gilleran and H. L. Pratt. These doctors provided their services for free.

The School Committee hired Dr. Marcius Merchant in 1915 to give all pupils an annual physical. Georgie P. Foster assisted him in the capacity as school nurse. Miss Foster's services were provided as a courtesy by the Warren Visiting Nurses Association. In addition to helping Dr. Merchant, she visited the homes of referred patients to insure that the medical inspector's recommendations were carried out.

By 1920 the district nurse was overextended and the School Committee was informed that she would not be available for the coming school year. Although the School Committee and Dr. Merchant repeatedly requested that the Town approve funds for a school nurse, they had to wait for four years until Miss Theresa A. Hafliger was hired. She started work on April 1, 1924 in her office in the Joyce Street building. Her purpose was to "serve as an important connecting link between the Medical Inspector, the teachers and the homes." In 1938 Mrs. Hafliger passed away.

According to the School Committee report that year, she "efficiently ministered to the children of the schools and laid the founda-

tion of a fine health program."

In 1940 funds were allocated for a health room in each school. By 1952 the health program encompassed "emotional problem students" who were referred to a school psychologist. The emergency notification form which all parents are required to fill out, originated in 1951 because both parents were working in a few instances of pupil illness and they could not be reached. In 1965 providing emergency care to pupils was added to the school nurse job description. That same year all school personnel were trained in first aid.

After completion of Hugh Cole School, two school nurses were deemed necessary and Ella M. Barry, R.N. and Carolyn Healey R.N. began work on November 12, 1969.

Summary 1916-1927

By 1917 the controversy was raging over allowing students to skip grades without being emotionally mature.

New conflicts arose between parents and educators as the students were discouraged from any outside activities in order to advance through school as fast as possible. Principal Alvin Griffith wrote in his 1919 report that he was frustrated with parents who allowed their children to have so many outside activities in addition to school, which resulted in poor performance and complaints by parents that the high school was too demanding on their children. He added that two to three hours of homework was necessary each night in order to excel.

In addition to many other significant

curriculum changes, Mr. Griffith began developing a strong science program and asked for physics equipment and space for chemistry.

By 1921 there was no work available in the mills and grammar school attendance dramatically increased. That year only eight school-aged children failed to register for school out of 2,558; 181 of these attended parochial school and 29 were in private school.

Six classes were placed on double sessions. The School Committee suggested the erection of a new high school building, renovation of the Liberty Street building into a primary school and an addition to Child Street.

This was only six years after the taxpayers had approved \$50,000 for the new grammar school on Main Street. Meanwhile, high school attendance resembled a yo-yo following the state of the economy and during the 1920s, as Warren sunk deeper into financial depression, overcrowding occurred where the School Committee least expected it: in Liberty Street School at the high school level. Seniors and juniors were doubling up in homerooms and recitation rooms. Lack of laboratory space required that chemistry and physics be alternated every other year.

In 1923 the overcrowding was so extreme that there was no space for history maps, bookshelves for reference materials or even a blackboard for math class. Almost all classrooms in the Main Street, Miller Street and Joyce Street buildings were on double sessions. Superintendent Staples pointed out that educational standards were dropping rapidly. The proposed new high school was rejected by the Finance Commission stating the need to

improve conditions for the younger children first

The following year the School Committee Chairman reported that things were worse than ever. In addition to the three schools mentioned above, three quarters of the classes at Child Street School were on double shifts. A special committee on school buildings was appointed at the Town meeting held on March 17, 1924. The result was an unanimous vote for the Town to build an eight-room building half way between Child and Main Street Schools. A special committee of five citizens was appointed to find a site for the schoolhouse and by 1927 the new high school was under construction.

Warren High School also known as Mary V. Quirk Junior High School

The new Warren High School on Main Street was opened June 1, 1928 with a capacity of 250 pupils. During the Great Depression as the high school population swelled to nearly 400, the basement was renovated to add two home rooms, the library was converted into a classroom and the gymnasium became a study hall.

During its first 10 years, moisture

seepage required rebuilding and painting of the south stairway.

The basement was also made waterproof. In 1937 the School Committee requested \$4,000 to buy the materials for general repairs to be performed as a WPA project. Other than exterior and interior painting every 20 years this high school building received little attention until 1959 when it was renovated and converted into a junior high school. On November 12, 1959 the building was rededicated as the Mary V. Quirk Junior High School. The cafeteria had also been renovated and rededicated with new tile and ceilings, kitchen equipment and furniture. Three years later the interior was renovated. The north and south walks were removed and the ground was seeded. A central cement walk was laid from the main door to the sidewalk with steps to the street.

Following regionalization with Bristol,



COURTESY-WALTER NEBIKER

Mary V. Quirk School, renamed for a beloved Warren teacher, was opened as Warren High School in 1927.

Mary V. Quirk Junior High School was removed from service as a public school. The building is still owned by the Town and houses the Adult Education Program which is subsidized by the School Department, funding four teachers, one aide, four clerks, two custodians and 18 other positions.

Summary 1928-1943

From the National Education Association report of 1928:

An educational system employing cheap teachers with little education or culture, housed in buildings which are an affront to beauty, working with obsolete equipment, cannot expect to compete with the glitter of modern commercialized recreation. Higher appreciations than those upon which most commercial amusement depends cannot be created by schools which are stupid and uninteresting.

The period from the completion of the new high school until 1943 was a dark time for the Warren School System. Overcrowding, poverty and anger prevailed with many losing hope for the future. With no work available the high school students kept busy by publishing the first known school newspaper called *Wit and Wisdom* in 1932.

In 1941 this quarterly newsletter was renamed the *Tomahawk* and during 1969 it was titled *Peace Talk*. The high school yearbook named *Hi-Times* had appeared by 1931. In 1938 the yearbook's name was changed to the *Wampum* and again it was changed in 1960 to the *Warrior*.

The first support staffperson, a clerical assistant for the superintendent, was hired in 1928. The next support staffperson, Mary G. Gillon was hired in 1944 as secretary to the



Driver Education was taught at the high school beginning in the late 1930s. This photo is from the 1958 high school yearbook.

high school principal. In 1938 the sheepskin or rolled diploma was replaced by a small diploma in a maroon leather folder and lined with white silk.

On April 12, 1929, the first transportation contract was awarded. One bus was purchased to carry 21 passengers at a cost of \$1,800 per year. Transportation tickets were issued to students living on Child Street beyond the Kickemuit River who attended Joyce, Main and Mary V. Quirk Schools; these tickets were for transportation to school only and not from school. Round trip transportation was not

provided until 1943.

In 1932 the largest factory in Warren was closed indefinitely and the school budget was cut by \$15,000 which represented 13 percent of the total budget. Annual budget slashes continued for at least three more years and teachers' pay was cut by 10 percent. Warren had been ranked 14th in student per capita cost from 1912 to 1927; in 1930 Warren's rank dropped to 20th and by 1932 Warren was near the bottom at 37th.

By the mid-1930s Warren High School had again been dropped from the list of schools fully

approved by the State Board of Education due to too many pupils per teacher. In 1938 Mr. Edmund Cappucilli was employed to relieve the overcrowding. Since funds were still not available, one teacher had to be cut from Joyce Street School and Principal Lombardi again became a full-time teacher. In 1940 High School Principal Harkins wrote a letter in which he explained that the successive slashes to the school budget year after year during the depression, resulted in many "opportunities, advantages and courses" being sacrificed. He stated the need for mechanical drawing, shop, home-making and library courses with two or three additional teachers.

In its 1936 report, the School Committee expressed the need for teaching street and highway safety for pedestrians and also compulsory instruction in safe driving. The following year the Director of Education asked that every high school organize a safe driving course as part of the state safety education program. Teacher Cappuccilli was in charge of this class at the high school.

Ten years after its inception, the Driver Training course was instructed by Norman J. Urban. Students received 20 hours of classroom instruction, 32 hours in the car and eight hours behind the wheel. The American Automobile Association and the Pontiac Motor Company provided a Pontiac car for the course. In 1949 Wallace Motors on Child Street furnished the car.

Summary 1946 to 1957

The period following the end of WWII throughout the opening of Warren's two modern school buildings was one of prosperity and educational enlightenment; however, the

problems of overcrowding and students dropping out of school remained unresolved. As early as 1943 the plethora of jobs made available by the war discouraged children from remaining in high school beyond age 16.

Despite efforts by the principal and the deans of girls and boys as well as war veterans returning to high school, the dropout rate continued rising throughout the 1940s and well into the 1950s. In 1948 the high school principal mentioned that students were no longer interested in acquiring knowledge but rather in making money.

This philosophy of 'What is it worth in dollars and cents?' is not to be found in the student alone, today. It is the philosophy of our time. The parents, too, are infected with this materialistic view as is education, generally. We are obsessed with the idea of 'making a living' with no concern for the kind of life which must follow such a wide acceptance of the materialistic and economic viewpoint with its total disregard of the spiritual and intellectual phases of human life. This preoccupation with the practical and the utilitarian to the exclusion of the humane has brought the world into its present sad state. It has resulted in a conflict of ideologies and 'isms' all of which seek to perpetuate by incorporating it into the state this modern worship of power and money whose motto is 'What's in it for me?'

Kindergarten

In a way, kindergarten had existed as early as 1856 when the first primary school opened with a minimum entry age of four. Overcrowding gradually caused the entrance age for first grade to increase to six years by 1945.

In 1908, a free kindergarten was conducted under the auspices of the Social Service Club connected with St. Mark's Episcopal

Church. Trained kindergarten teachers were in charge, and the school numbered nearly 50 pupils. Pre-schools were being offered in eight of Warren's public schools during 1929 and in 1932 a private kindergarten was housed in the former Miller Street School building.

The teaching philosophy and the curriculum of a formal kindergarten were not available to all Warren's children until 1946 when funds were approved for kindergarten classes in Main, Liberty and Child Street Schools. Half day kindergarten began out of necessity in 1954 when this grade was placed on double sessions. Although kindergarten was not mandatory, it was very popular and by 1962 each kindergarten teacher was responsible for 70 "5-year old youngsters" in two sessions each day.

Special Education

As the educational system in Rhode Island developed, it became evident that little was being done for the challenged child. With so many scholars in each classroom, these pupils struggled on their own and often became disruptive. In 1906, the School Committee had tried an experimental program of "special instruction" for these scholars which was deemed a success and repeated the following year but there is no more mention of special education in subsequent School Committee reports until 1912 when Superintendent Staples discussed the need of special instruction for "backward children and foreigners who can not yet understand English." Nine years later, the Superintendent requested that such a program be instituted not only for the challenged learners but also for those students returning from a prolonged illness.

Although mentally handicapped children were not required to attend school, many parents of these children sent them anyway. In 1922, Superintendent Staples wrote:

It is bad for the backward children themselves because they are constantly called upon to attempt work that is beyond their powers and they are suffering from a constant sense of their incapacity and humiliated by seeing children much smaller successfully doing work that is beyond them.

Year after year requests were made on behalf of this student minority yet, although a special classroom was set up in 1927 at Child Street, there was still no such provision in the town school buildings. Over 15 years later smaller class sizes enabled the teachers to spend less time on discipline and devote more time to this group of pupils.

Finally, almost 50 years after the original program was abandoned, state law mandated that mentally handicapped children have a special classroom and teachers. Some of these pupils were sent to a school in Barrington which had limited enrollment. The School Committee hired a teacher to instruct the children who did not gain entrance into the Barrington school.

In the meantime, because of the shortage of teachers certified in special education, five Warren teachers took the required courses for certification. All slow learners were placed in these classes without regard to the reasons for their learning disabilities.

Furthermore, in 1956 the School Committee indicated that an experimental inclusionary program would begin. That same year, gifted children from 12 to 18 years old, were separated into an exceptional child program at the Junior High School and a speech clinic was added with Marion B. Giles holding one

session each week in the Joyce Street School.

Only two years later, homogeneous grouping was practiced where children of the same ability were placed in one classroom. At Main Street School in addition to the special education room another experimental class was added in 1964 in the basement. Dedicated to the memory of Viola Ploettner Kelley, the "Trainable Class" consisted of one teacher with 12 children ranging from 6 to 12 years old.

On the other hand, in 1971 Hugh Cole School, then housing grades 4 to 6 and the intermediate special education classroom, had heterogenous groupings with homogeneous grouping when necessary.

That year, a pilot program involving a multi-age level unit based on ability levels was started and the special education pupils were integrated for art, music, physical education and library.

During the 1960s it had become evident that some children simply needed to master the English language while others had difficulty reading despite a high IQ. This resulted in the special education program branching out to assist these groups of children. The first group included children who did not speak English. Although the Evening School afforded adults the opportunity to learn English, these children had been floundering in the school system since at least 1907 when the School Committee report listed 10 nationalities of children, with many speaking no English. Providing equal educational opportunity to non-English speaking children threw Warren into a turmoil. Many citizens and educators initially believed that immersion was the best way for them to learn English with the assumption that they might have to repeat first grade or jump ahead once English was mastered. Others thought

that an introductory school or Kindergarten should be held so that these scholars would be the same age as their peers when entering first grade and not be stigmatized by being held back. No specific program was available until the 1970s when English as a Second Language was offered to non-English speaking students.

The remedial reading program begun during the 1940s as a result of an internal study which stressed reading as the primary focus in the lower grades, continued in its effort to bring students' reading skills up to standards but an additional reading program which catered solely to those students who had demonstrated reading disabilities was created during the 1950s.

Throughout the 1960s and well into the 1970s, remedial reading programs were inconsistently applied to grades and schoolhouses. Sometimes there was a full-time remedial reading teacher and sometimes there was none at all. The program was repeatedly cancelled and resurrected when students continued testing below the national average. For example, in 1961 the high school principal requested a reading teacher; the following year of 201 students who participated in a spelling contest, 81 did not pass; in 1964, a transitional class was held at Joyce Street School for students not able to read "as well as their tested ability indicated they could."

Another surge ahead occurred during the 1970s which resulted in a resource teacher being hired to give individual attention to those students who had learning problems because of emotional or neurological reasons but could remain in a regular classroom.

Also during that decade, federal grants enabled increased services to students who had previously fallen through the cracks such as



Mary G. Honan, was Warren High School Dean of Girls. (Photo taken from 1931 yearbook.)

immigrants, learning disabled and other special education pupils. Funds provided for a school psychologist, a teacher's aide for the trainable class and aids for two neurologically impaired classes at Hugh Cole and Main Street Schools plus three kindergarten aides, two instructional secretaries and one custodian.

Guidance

In 1941 Miss Mary G. Honan was chosen Dean of Girls at the High School. Her primary responsibility was supervising the administering of achievement tests and acting as counselor.



An aerial look at the former Warren High School, built in 1957, now Kichemuit Middle School. This school belongs to the regional school district and is undergoing enlargement and renovation. (Photo from the 1959 school committee report.)

In 1960 a formal guidance department was started. In 1962 the guidance counselor pointed out that she and Mr. Boutin ministered to 2,000 students. Most of their time was con-

sumed by testing of pupils with little time left for individual needs. A workshop lasting 15 weeks, was set up for the teachers in order to assign group testing to classroom teachers as well as individual counseling by teachers in grades 7 to 12.

In 1965 four more counselors were added. By 1971 Counselor Vendituoli was responsible for 750 elementary students: Eliza Elder at Hugh Cole with 605 children was focusing on learning disabled and adjustment problems; Raymond McMann counselled 349 students at Mary V. Ouirk School; and Ms. Boyle and Mr. Wecal split the 690 high school students where the focus was on college placement.

Warren High School also known as Kickemuit Middle School

In 1953 an advisory committee was created to bring schools up to date with changing educational philosophies. Its members were: Rev. Dr. Samuel A. Livingstone; Dr. Charles E. Millard; Mrs. Mary H.

Blount; Dr. Ralph J. Petrucci; Mrs. Mary H. Parks; Mr. Stanley Simister; and Mr. Richard C. Hearn.

The advisory committee reported that the high school had been outgrown. There was not enough laboratory space for the four science courses; music classes were held in the auditorium; art class was located in the basement where the cafeteria had been shut down; there was no space for a health room; physical education was not being offered at all even though it was required by law; and shop classes were held in the Vernon Street building with time wasted travelling back and forth. The committee recommended converting Joyce Street School to grades K to 5; Mary V. Quirk School to grades 6 to 8 and building a new high school for around \$850,000.

This report resulted in a decision at a Financial Town Meeting to form another committee which would arrange for a professional survey group from Harvard, Boston or Columbia University at a maximum cost of \$6,000.

The professional survey completed in 1955, suggested that Warren needed a six-year junior/senior high school with an estimated cost of \$1.25 million which Warren's tax base could not afford. It agreed with the 1953 advisory committee's report that at the very least, a new high school was needed but based on enrollment projections, the survey suggested a new junior high school instead. It suggested a regional high school with the towns of Bristol and Barrington since it was so expensive to educate at the high school level.

At a Pre-Financial Town meeting in 1955, the majority present voted for the erection of a new high school.

A \$900,000 bond was secured at the financial Town meeting that year. The building committee for the new high school consisted of the members of the School Committee and

Romeo Asselin, John Nassar, William Sequino, Warren MacDougall and Joseph S. Krawczyk.

Amon Jamiel presented an amendment to the resolution adding the names of Kurt Wilhelm and Donald Cockburn. He said that Mr. Wilhelm was a M.I.T. graduate and the Mr. Cockburn was an engineer.

The law prohibits the naming of more citizens than there is on the school committee. After a discussion on the matter of the number who could serve, the regular resolution was withdrawn and upon the recommendation of the Moderator, a new one was presented by Mr. Jamiel.

This changed the list by dropping two names of the original list and in their place, the two recommended by Mr. Jamiel were elected. The committee was now composed of the School Committee, and Romeo Asselin, Kurt Wilhelm, William Sequino, Donald Cockburn and Joseph S. Krawczyk.

A resolution calling for \$3,000 was passed to be used by the new School Building Committee to secure options on sites. Thanks to the Warren PTA and the Citizens' Commission for Public Schools, the \$900,000 appropriation was made; however, legal problems delayed construction of the new high school. Construction began in June 1957 based on plans by architect William O'Rourke.

Meanwhile, in addition to continued overcrowding in the lower grades, high school enrollment was again on the rise. To accommodate overcrowding, classes were held in the science laboratories, library, art room and auditorium.

The new high school was opened on March 2, 1958 with a capacity of 525 pupils in 31 classrooms. Joining the Warren students were 80 students from Portsmouth who were expected to pay tuition until 1964 when the new high school was expected to reach its

capacity.

A "three point program" instituted by the School Committee in 1956 had called for proper maintenance of the current facilities in addition to planning the new high school and improving the curriculum; therefore, the new building received regular maintenance.

In 1979 major repairs were required to the roof costing almost \$40,000. Following regionalization with Bristol in 1992, the building's name was changed to Kickemuit Middle School. In 1996, the taxpayers of both Bristol and Warren approved an addition to the building at an estimated cost of \$11.2 million in order to house all the middle school grades. The current student body numbering 618 occupies grades 7 and 8 with 57 teachers, five aides, five clerks and six custodians.

Summary 1959 to 1969

In the decade following the completion of the new high school on Child Street, Warren continued to keep stride with educational advancements.

Parent teacher conferences were started at the high school in 1958 and extended to the elementary level four years later. Parent participation averaged 30 percent during this period. Revised report cards were issued in 1958, which included information about the pupil's effort in addition to the grade. Also in 1958 the first summer school was held — Bristol and Warren regionalized their summer schools in 1977 — tuition was \$35.00 for each course.

The Town was aided in its efforts by the federal government which became involved in the educational system in 1966 and expended "unprecedented amounts on encouraging doctrinal change and expansion of math and

science." Five years before the federal aid was offered, Warren High School already offered physics for seniors, bio-chemistry for juniors, chemistry for sophomores and physical science instead of general science at the freshman level.

In 1964 double periods in chemistry and physics were introduced. Also in that decade the School Committee requested funding to establish an electronics course. "The initial cost is somewhat high, but as everyone knows, the electronics field today and in the days to come, presents the best 'land of opportunity' for our youth."

These fields required higher learning than a high school diploma and, having decreased the dropout rate to below the national average, efforts were made to increase the number of high school graduates attending four year colleges from 30 percent in 1958 to as high as 65 percent in 1966. As the war in Vietnam came to an end, this percentage dropped rapidly during the 1970s.

The high school was honored by being the only school in Rhode Island to be invited in 1961 to the General Motors auto mechanics course in Dedham, Massachusetts. Two years later the School Committee report mentioned the Brown-Warren program, Phase II "termed as one of the most progressive educational steps taken by any community in many years." Matching funds for the program were provided by Brown University. Also that year an innovation called "Dress Up Day" was instituted whereby boys wore jackets and ties and girls were "appropriately dressed."

In 1970 Warren High School was the first school in Rhode Island to offer an open campus to the senior class. The following year the reorganized student council won the right for girls to wear pants to school.

Hugh Cole School

The renaissance of the 1950s and 1960s was shaded by swelling in the lower grades. In 1962 overcrowding resulted in moving pupils between Liberty, Child and Main Street Schools; Joyce Street School enrollment was up by 40 scholars with the same teaching staff.

In 1965 the Mary V. Quirk Junior High School was severely overcrowded with 412 students housed in the 250 capacity building.

The following year, two sixth grade classes were transferred to the high school and the elementary schools, especially at Liberty Street were severely overcrowded. To remedy the space situation, it was decided to build a modern elementary school to house the expanding student population.

Hugh Cole School opened in 1968 with a capacity of 425 students in 22 classrooms. Principal Louis D. Perella was assisted by a full-time guidance counselor, a part-time school psychologist, a school nurse and two secretaries as well as three custodians and four cafeteria workers.

In addition to the regular teaching staff, there was a full-time remedial reading teacher, a resource teacher, a speech therapist and a librarian as well as part-time specialists in music, art and physical education.

Warren's most modern school building received regular maintenance throughout its first 20 years, the only major expenditure being in 1979 when the south exterior wall was repaired for \$10,950. Hugh Cole School has never been able to accommodate all of the elementary grades as was initially intended.

In 1979, it was suggested that an addition be made; however, no action was taken. It currently houses 431 scholars from grades Pre-K to 5 with a teaching staff of 35, supplemented by six aides, two clerks, three custodians and one child care specialist.

Conclusion

The same issues confronting the establishment and maintenance of public education in Warren run like a thread through the Town's history similar to the way old family names do.

The principal issue has been money: the taxpayers' unwillingness to part with it and the School Committee's insistence that it never has enough.

Both arguments have merit: it is difficult to trust a few individuals with such a large sum and, on the other hand, it is frustrating to work with a budget that is less than adequate. Compromise has made each side less than content and feeling that more could be done.

In 1966 John F. Barry, chairman of the School Committee, compared the School Committee report of 1896 and its budget of \$10,200 for the year to his requested budget of \$884,018. He referenced the 1896 report's explanation that school costs were on the rise and the somewhat guilty explanation provided for the \$155 increase that year. Mr. Barry then wrote:

And mark you this, the cost of education in Warren is going to continue to go up, even if this School Committee and future School Committees did nothing but stand still and protect the status quo.

In 1971 the financial crisis in town dictated significant budget cuts whereby five teacher salaries, the library and audio/visual purchasing budgets, all junior high and intra-

mural sports as well as two high school sports were eliminated.

School buildings were erratically maintained during the depression of the 1870s and again during the Great Depression.

As soon as the Town realized an economic recovery in the 1890s and again in the 1940s large expenditures were approved to improve the school buildings. After the mills left Warren, taxpayers struggled to pay for maintaining the schools at the same time that technological improvements were required to meet educational standards. This year's school budget is an example of the tremendous cost of running a school system — \$31 million.

Another dilemma faced throughout Warren's educational history is overcrowding. Economic downturns caused increased attendance in the schools when the Town lacked the financial resources to accommodate the student body. The inability to fund new school buildings forced the Town to spend its funds on rented space.

Later, the mills brought in hundreds of immigrant families who could not buy property at first and did not contribute significantly to the tax base but whose non-English speaking children cost the Town more to educate. Often, especially at the turn of the 20th century, when a new school was built, it would be large enough to contain the enrollment at the time but afforded no room for population growth.

As laws mandating maximum class sizes were enacted, more classrooms were needed and the School Committee was considering leasing St. Jean's School in 1969 because of overcrowding in the primary and junior high schools.

During the 1960s, Mary V. Quirk Junior High School suffered the most and by 1970 there was no home economics or woodworking; no foreign language, no full-time remedial reading teachers and double sessions were again being considered.

That year the evaluation committee granted only a two-year accreditation to the high school instead of the desired five years due to increasing class sizes.

The following year, the high school was outgrown with 691 students enrolled. In 1972, two 4th grades were added to Main Street School and one 4th grade was added to Liberty Street School so that Hugh Cole School could house grades 5 to 7. Mary V. Quirk Junior

High School now housed grades 8 and 9 so that the high school held only grades 10 to 12 to reduce its population, offer more elective courses and gain further accreditation in 1973.

During this time Superintendent Marchand unsuccessfully pursued the possibility of regionalization with East Providence, Barrington and Bristol. Providing a quality education in adequate facilities tormented the School Committee for 20 years until Warren regionalized with Bristol in 1992.

Almost every School Committee report from 1846 to 1997 has mentioned the need for parents to become more involved in their children's education. Perhaps the reasons for low parental involvement have been different over the years but successful education still involves values instilled at home.

In addition, a certain amount of moral education takes place at church and other institutions such as libraries, museums, clubs, sports teams and TV and radio have impact on what a child believes in and cares about.

Our schools are a reflection of our society. What is encountered in school and how it is dealt with by teachers, administrators and parents will shape the history of the future.



The hall of Cole's Hotel, located at the corner of Main and Joyce streets, was the scene of many musicals, visits by circuses of wild animals and served as the home of the Federalists in addition to serving what Lafayette thought were the best jonnycakes. (See Peck's notation above.)

Warren's Newspaper and Postal History

Newspapers

by Walter Nebiker

Nathaniel Phillips and Samuel Randall played an important role in the early history of Warren's newspapers. Much of the information about these early papers comes from the *Chronological Tables of American Newspapers*, 1690-1820, published by the American Antiquarian Society/Barre Printing in 1972. Personal information about Nathaniel Phillips comes from a short biography written by Georgiana Barton in 1909.

Phillips, a printer, started Warren's first newspaper in his office, opposite Cole's Hotel. He was born in Boston on August 17, 1756 and entered the Continental Army when he was 18, eventually holding the position of quartermaster. He was in the Battle of Rhode Island under General Sullivan and with Washington in New Jersey. At the commencement of Washington's administration, he was appointed surveyor of the port of Warren.

In 1792, he printed and published *The Herald of the United States*, the third newspaper in Rhode Island. The first was *The Newport Mercury*, published by James Franklin, Benjamin's brother, in 1758, and the second, *The Providence Gazette*, was published by William Goddard in 1762. Nathaniel Phillips also published a Diary and Almanac.

On July 31, 1792, Phillips became Warren's first postmaster when an official United States Post Office was opened in town. He became printer for the State in 1794 and resided where the Fessenden house now stands. He died in 1832.

An incomplete run of The Herald exists

on microfilm at the Rhode Island Historical Society Library in Providence. Few numbers are known for the years 1805, 1808, 1809, 1810 and 1811. Nathaniel's son, also Nathaniel, took over the newspaper in 1808.

The Bristol County Register; "Printed and Published Every Saturday by Golden Dearth for the Bristol County Association, Warren, RI" began publishing on March 11, 1809. According to two different sources of information, it stopped publishing either on February 20, 1809 or on April 7, 1810.

Mason and Bird started the *Columbian Post Boy* in 1812, which lasted only a year, until February 20, 1813.

According to the *Chronological Tables*, the *Telescope*, the first of Samuel Randall's newspaper ventures, was printed from November 6, 1813 to June 28, 1817, but only a few numbers were published in 1816.

According to Henry Peck, The *Clarion* was started in 1823 under Reuben Potter, then went to Samuel Randall, but it was gone by January 10, 1824, just six months later.

Randall next started The *Telegraph*, but it lasted only a year. He had just been appointed a judge and was already probate clerk and postmaster in town.

The *Telegraph* of January 5, 1826, carried the following advertisement by Samuel M. Fowler and Charles Randall:

PROPOSALS, For publishing in the town of Warren, a weekly Newspaper to be entitled the NORTHERN STAR and Warren and Bristol Gazette.

Arrangements were made to discontinue *The Telegraph* on February 25, the new newspaper to be devoted "to the support of

Agriculture, Commerce and Manufacturers."

According to the *Telegraph*, the need for a new newspaper was based on Warren and Bristol population and characteristics. Warren had a population of 2,000 and shipped 3,000 tons in the West Indies trade, together with a large amount of property invested in the coasting business. Bristol, had 3,400 inhabitants and a larger commercial capital than Warren.

The article explained how newspapers had sprung up in every village and hamlet throughout the United States. Even that the extensive territory west of Albany, only a few years previously "a resort for the hunter," was now...

teaming with publications scientific, literary, religious and political and every landing place on the Erie Canal is supplied with a minister, a school master and a printer...

The newspaper was run by Charles Randall alone after a few years, according to Peck, and had a relatively long run, ending on July 3, 1855.

On June 16, 1855 the *Northern Star* was sold to Albert R. Cooke, who started a semiweekly called the *Rhode Island Telegraph*, issued on Wednesday and Saturday and later became weekly. The *Telegraph* was published from July 18, 1855 until February 2, 1861. In 1859, Edwin F. Applegate became publisher.

No newspaper was published again in Warren until 1866 — unexplained during a great newsmaking era, the Civil War. On May 19, 1866, the *Warren Gazette* was started by Capt. James W. Barton and run by several editors until November 15, 1878 (James Barton was one of four sea captain brothers.)

Henry H. Luther was editor at first, succeeded in 1872 by George H. Coomer, who took possession of the newspaper in 1876. He was a partner of William H. Martin. In 1879, the newspaper went to Martin when Coomer retired.

At that time, "an excellent Acme press" replaced the former one and there were two job presses in constant operation. Martin was



Samuel Randall was the town's fourth postmaster and started its third newspaper, the Telescope.

succeeded by Horace Wilder.

Sometime during this period, under the Rev. Joseph Hutcheson, the paper got a new masthead — *The Warren & Barrington Gazette* — which lasted at least until the middle of the century. From 1916 to 1947, the newspaper was run by Mr. and Mrs. Roy Sadwin.

The paper eventually became the *Warren Times-Gazette* after purchase by Roswell

Bosworth, owner of the *Bristol Phoenix*, in the 1960s.

The Bosworth family has maintained ownership of the Warren paper and the *Phoenix* since then and subsequently founded the *Barrington Times* and the *Sakonnet Times*. They operate these four weeklies and a classified section under the group name of *East Bay Newspapers*.

The Post Offices of Warren by Thomas E. Greene

Soon after the North American colonies were first settled, post offices were established. There was a post office at Richard Fairbank's Tayern as early as 1639.

By 1710, there were 14 post offices in the North American colonies. During Rhode Island's Colonial period the need for postal service became apparent and by 1745, Newport had a post office.

Mail coming into Rhode Island was forwarded to places where recipients could pick up their letters, but as the population of seaport towns grew, it became necessary to establish individual post offices. By the 1760s, a post office was established in Warren, which at this time was under the English Colonial Postal System.

In 1775, post routes and riders, as well as post offices, were established by the Rhode Island General Assembly for Newport, Providence, Bristol, Warren, Tower Hill, South Kingstown and Westerly.

The Colonial postmaster appointed for Warren was Shubael Burr, whose tavern at the corner of Main and Washington streets housed the first post office here. It is said that letters waiting to be collected were placed in the front window of the tavern.

On May 29, 1790, Rhode Island became the 13th state in the newly-formed union. On July 31, 1792, an official United States Post Office was opened in Warren.

Nathaniel Phillips, a Warren printer, became the first postmaster. He probably ran the post office out of his print shop. He was succeeded on January 1,1796 by William Caswell, who continued until January 1, 1809. Nathan M. Burr, son of Shubael was the next postmaster and served until 1811. Undoubtedly this put the post office back in Burr's Tavern.

On April 1, 1811, Samuel Randall, who went on to became a legend in the town of Warren, was appointed postmaster; he held the position until March 31, 1845. Born in 1778 in Sharon, MA., he attended Brown University, graduating in 1804. Then he studied law before moving to Warren, where he took charge of a school before entering the printing business and becoming postmaster.

In 1813, he started the *Telescope*, Warren's third newspaper. In 1822, Samuel became a judge of the Court of Common Pleas and in 1824 was made one of the justices of the Rhode Island Supreme Court, remaining in that position until 1832. In addition, he served as Warren's Town Clerk for 50 years. His life, which ended on March 5, 1864, was marked by constant activity.

On February 15, 1815, near the beginning of his long and illustrious career in Warren, Samuel Randall wrote a letter to James DeWolf of Bristol in which he describes a financial predicament and asks for assistance in buying new printer's type. The letter reads as follows:

Sir — My types are so worn, that I lose many profitable jobs. A few weeks since I lost a \$25.00 job for want of material suitable to execute it properly, and thus it must continue to be the case until I replenish my office with new type which I am not able to do without the assistance of a friend. Your fame, as a gentleman, human and benevolent, as well as Rich encourages me to ask of you the loan of 2 or 3 hundred dollars for that purpose.

"This sum would be of infinite service to me, it would enable me to acquire that sum, every year, more than I now have, with the same outgoes.

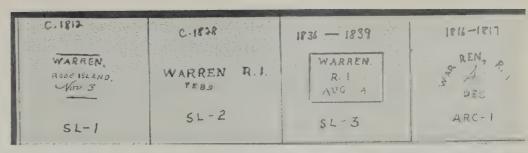
"If you wish it, I will give you a bill of sale of the printing office for security. I will pay 50 dollar per year till it is paid. I will do all job work for your factory or any other work - - Advertising, etch, etch, and have the amount endorsed on the note. I hope sir, you will extend that kindness to me on this occasion, that you have so often extended to others, and which is so honorable to the rich man. I am, sir, your devoted servant

Samuel Randall

Apparently the loan was granted as Judge Randall went on to become very successful in the printing business. More than most Rhode Island postmasters, he experimented with various cancelling types that would only be available in a print shop.

Judge Randall lived at 31 Baker Street, where his post office and the Town Clerk's

offices were located. During the beginnings of postal markings in the early 19th



These are four early Warren postal cancellations from the Samuel Randall era from the collection of Thomas Greene.

century, the Warren office had the distinction of producing some of the most unique cancellations, which today are very collectible.

Warren's earliest markings were manuscript types.

A letter, sent from Warren in 1798, marked "free" postage because it was sent to a member of the U.S. Senate who had the free franking privilege. This type of marking continued until 1806 when Warren's first hand stamping — a circular date stamp (CDS)-began to be used.

This CDS was unique because of the four stars in the lower part of the circle. Was William Caswell, who was the postmaster in 1806, a printer who would have had access to a

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COURTESY-THOMAS GREENE

variety of prints? It is probable, because a design of this type was not seen elsewhere in Rhode Island. From this date forward, numerous CDS designs were used in Warren.

When
Samuel Randall
became postmaster in 1811,
several interesting
designs, obviously
from the imagination of a printer,
began to be used.
Partial designs



This building at the corner of Marker and Main streets was Warren's post office in 1851.

and straight-line eancels were novel designs. Probably the best known Samuel Randall design was the so-called Warren "Box," which used straight lines.

He stamped this design with red, black and magenta ink that today is of great interest to philatelists. All of these cancellations were used during the stampless period prior to 1847.

After 1847, stamps were required on all outgoing letters, but there are examples of several letters sent during this period without stamps. The use of stamps was not firmly in place until the late 1850s.

After Samuel Randall resigned from his postmastership in 1845, Elisha P. Phinney 2nd

took the post, to be succeeded on February 6, 1849 by George G. Hazard.

In 1851, the post office was in the old Pascal Allen Block, a brick building at the corner of Main and Market streets, which also housed the office of the *Warren Star*.

Phinney returned on April 4, 1853 and remained until 1861. On June 6, of that year, George H. Surgens became postmaster. He was succeeded by Helen M. Surgens (his wife?) on July 15, 1867. At that time the post office was located at the corner of Main and State streets.

Benjamin B. Martin became the next postmaster on March 3, 1877. An 1881 direc-

tory locates the post office on Main Street between Child and State streets.

Martin ended his tenure on June 26, 1893, his post going to William B. Nichols, whose office was in the same general vicinity. Martin J. Conley was appointed postmaster on February 25, 1895, and remained in that post until July 26, 1899, when Benjamin B. Martin again was postmaster. He served until succeeded by Clark W. Greene on April 16, 1915.

With the new postmaster came a new location - the corner of Child and Main streets. On January 11, 1916, John M. Pike became postmaster. His office was located somewhere near the former one. When Elmer Lother became postmaster on January 8, 1925, the post office was moved to 6 Church Street, the present location of the East Bay Diving Center.

Lother was succeeded by John E. Conley on September 16, 1933 and Fred Beauchaine on June 22, 1934. From 1933 through 1935, the post office was located at 15 Child Street, where Mundy's Tavern is today. In 1935, the post office moved to its present location, 53 Child Street.

Following Beauchaine as postmasters in Warren were: Richard Vitullo, April 30, 1957; John E. Conley, March 31, 1961; Raymond N. Lombardi, April 10, 1964; Norman C. Salvatore, July 27, 1966; James Suriani, July 29, 1978; Ronald A. Foster, August 9, 1980; Frank A. Halm, October 25, 1986 and Eric B. Lawson, June 13, 1992.

Throughout most of Warren's postal history, the town required only one post office, but as the Touisset area became increasingly popular for summer vacations and later for year-round residences, a second station was opened.

On June 1, 1922, the Coggeshall Rural



Station was opened with service provided only during the summer. Service continued until May 31, 1965 when delivery was again assumed by the Child Street station.

This building served all purposes at Touisset Point, including that of post office until 1965.



This photo of Warren artist Henry Peck drawing in his studio, taken by his brother Walter, shows the artist at work, his Victorian surroundings and works in progress. Peck was a very fine illustrator.

Arts and Letters

Warren has a rich history of creative and talented men and women, past and present. Their work covers a broad field, from writing, painting and drawing to sculpture and photography, spans several centuries and generally covers both the intellectual (historical or factual) and the aesthetic.

The following section tells of the accomplishments of some of our major talents, all from the past. Guy M. Fessenden, George Coomer and Virginia Baker are perhaps our most important historians, each important for different reasons.

Guy Fessenden wrote the first town history in 1845. George Coomer, as a newspaper editor during the second half of the 19th century, wrote many articles and historical accounts of the town. Virginia Baker, whose writing career spanned two centuries, was the most prolific historian, writing many articles and several books. Henry J. Peck's sole literary work was a history of the town for its 200th anniversary in 1947.

Hezekiah Butterworth was the most important fiction writer, contributing numerous articles and books, which were well known during his lifetime.

Henry Peck's major contribution, during the first half of the 20th century, was as an artist—paintings, drawings, engravings and illustrations in general. Henry Newell Cady, the first Warren artist of renown, specialized in oil paintings of marine scenes. Waves crashing on rocks were perhaps his favorite theme.

Other early to mid-20th century artists include a number of people who made contributions to the town in various ways.

For example, Church, a well-known commercial photographer, made a set of at least 100 pictures depicting the 1914 Pageant. Henry Peck's brother, Walter, was an active photographer during the first few decades of the 20th century, documenting family and town scenes, some of which are shown in this book's section called Vintage Views.

A variety of historical accounts were written and, although unpublished, were copied and are available. Lydia E. Rogers's major contribution was *An Unusual Early History of the Town of Warren*. Gladys Mickle wrote several articles on different aspects of the town's history, including a 14-page history of the Maxwell House in 1977. In 1986, Louise Maxwell produced a brief history of her ancestor, the Reverend Samuel Maxwell.

John "Jay" Barry, Warren native, 1950 Brown University graduate and associate editor of the Brown Alumni Magazine for many years, wrote two books about his alma mater. Gentlemen Under the Elms, a biography of 11 interesting and colorful old professors, was published in 1982 and A Tale of Two Centuries, a pictorial history of the university was published three years later. He was director and scriptwriter for the 1972 film, "The Last White Line," a history of football at Brown and in 1954 edited "Wriston and Brown," a long-playing record that contained highlights of former Brown president's Henry M. Wriston's talks.

Several local artists active in the last few decades include Don Primiano, who owned and operated the town's art shop on Main Street for several decades. He was succeeded by Kathy Kittell who painted the murals of waterfront scenes for the information kiosk located at Child Street and Railroad Avenue. Richard Kaiser is an active contemporary artist who contributed the waterfront view used in Warren 250th commercive items.

Several artists have recently made their homes in Warren. Allison Newsome, a graduate of RISD and a self-proclaimed environmental artist who paints in the traditional manner, is one of the few sculptors the town has ever known. She resides in the historic Cole House at the corner of Cole and Joyce streets.

Angelo Marinosci joined the ranks of Warren artists when he settled here about 10 years ago. He purchased the historic Bliss-Ruisden House on Main Street where he resides and maintains a private gallery and photographic workshop. An artist-photographer and a commercial photographer for almost 30 years, Marinosci holds art degrees from several colleges and universities, including three degrees from Rhode Island College.

David Macaulay holds a degree in architecture. A native of England, he came to the United States with his parents in 1957. Although recently relocated to Bristol, he established a studio on Water Street in 1987 then purchased the historic Barton House at the corner of Liberty and Union streets in 1993.

Macaulay is an internationally-known illustrator and has produced a dozen books based on his drawings, including *Castle*, *Cathedral*, *City*, *Pyramid* and *Underground*. *The Way Things Work*, his most popular book, was published in 1988 and has sold 3 million copies in 18 different languages.

Henry J. Peck: 1880-1967

Henry J. Peck was born in 1880 in Galesburg, IL, the son of George F. and Annie Cole Peck. His public schooling began in Warren, where he spent three years. He then finished the elementary grades and high school back in his hometown, graduating in a class of 43 in 1896.

Henry Peck returned to Rhode Island in 1897 and spent two years at the Rhode Island School of Design in Providence while residing in Warren. He spent the summer of 1899 in Galesburg and the summer of 1900 in Warren, when his family moved here permanently.

He became secretary for the Eric Pape School of Art, Boston, in return for tuition at that school. After two years he was accepted as a pupil by Howard Pyle, dean of American illustrators, in his school in Wilmington, DE.

N. C. Wyeth, who was also a pupil at the school, developed a friendship with Henry Peck that lasted a lifetime.

After two years Peck began to do practical work as a magazine and book illustrator, at first sharing a studio in Wilmington with whaling expert, and his cousin, Clifford W. Ashley, and later, for many years in New York. Peck was a member of the Providence Art Club, Providence Watercolor Club (where he also served as president), the North Shore Arts Association of Gloucester and the Duxbury Art Association.

Henry Peck resided at 582 Main Street, presently the residence of the Millard family. His years in Warren still remain to be documented, but the local newspaper in August 1907, noted that his pictures were on view at the George Hail Library. He married Louise W. Easterbrooks of Warren in 1911.



A Peck maritime drawing.

He is the author of the *Historical Sketches and Program* published on the 200th anniversary of Warren in 1947. In the following year Henry Peck left Warren to reside with his wife in the Zenas Drew House, Kingston, MA,

on the Jones River site of the Drew Shipyard, the yard in which the sloop of war *Independence*, reputed to be the first U.S. Naval vessel, was built.

He was also a member of the Jones River Village Club. He died there in 1967 at age 87, and is buried in Kingston's Evergreen Cemetery.

Available at the George Hail Library is a list of illustrations done by Henry Peck between 1901 and 1936 for a variety of magazines of the day. They include Colliers, Harper's Weekly, The Ladies Home Journal, Scribners, and Yachting, as well as his favorite, Judge, for which there are almost two dozen listings for the years 1922 and 1923. He also did a large number of steel engravings in the 1920s and 1930s, many of Providence, and in the 1930s did some pencil drawings of the Warren waterfront.

George Henry Coomer: 1825-1901

Henry J. Peck, in his 1947 history of the town, wrote a brief biography of Coomer as follows: Down on the Neck, in that part of Bristol added later to Warren, George H. Coomer was born on December 13,

1825. He developed an early love for books and a fascination for the marine aspect of Warren, many of his boyhood days being spent in browsing about the riverfront and wharves where whalers and merchant ships were always to be found. The old whaleships and

their captains especially became familiar to the boy and he stored up a rich fund of reminiscence about them.

At twenty he published a volume of verse and his 'poetic nature, facile expression, and wide reading' led him into the literary career which he followed all his life. Mr. Coomer's poems were published in the old Boston Cultivator, and serials later in Ballou's, Golden Days and the Argosy.

He loved the sea and in early life even went to sea as a merchantman, which with his waterfront knowledge well fitted him to write the sea stories — mainly for boys — and the reminiscences for which he became noted. He wrote for the Youth's Companion for years and contributed many stories to Harper's, Scribner's, and other magazines.

From 1872 to 1878. Mr. Coomer was editor of the Warren Gazette, and joint proprietor for the last two years. His editorials and numerous articles in the Gazette were widely copied, for his style, tho simple was unique, and his copious reminiscences of old Warren days, characters, and seafaring life were imbued with a nostalgic and romantic quality as well as an irrepressible and facetious humor. As he found newspaper work not entirely congenial he gave it up to concentrate on magazine writing.

George Coomer died at the beginning of the year 1901. He was a man of gentle and modest nature, averse to publicity and held a low estimate of his own work, which perhaps kept him from greater recognition.

Perhaps his greatest contribution to Warren history was "A Sketch of the Maritime History of Warren," published in the January 23, 1887 issue of the *Providence Sunday Journal*, a comprehensive summary of all of Warren's whaling ships and an invaluable source of information.

Hezekiah Butterworth: 1839-1905

According to Glenn E. Estes, editor of "American Writers for Children Before 1900" in the *Dictionary of Literary Biography*, volume 42, Hezekiah Butterworth was one the most prolific authors of children's books. He wrote scores of books, including *Zigzag Journeys*, a series of travel books, for which he is best known, many magazine articles, numerous biographies and histories, and he was assistant editor of the *Youth's Companion*, which was based in Boston, for 24 years.

Butterworth was born December 22, 1839, and raised on the family farm in Warren, which had been in the family for generations.

As a young man he sold stories to religious magazines; the money derived from this endeavor enabled him to move to Providence and enroll in Brown University, but he soon left for Boston, which afforded greater opportunities. He accepted a position at *Youth's Companion* in 1870. In 1875, his first major work, *The Story of the Hymns*, was published.

According to Glenn Estes, "In 1880, Dana Estes of Estes and Lauriat, a Boston publishing firm, approached Butterworth with a proposal. She had recently read *Voyages en Zigzag* (1844) by Rodolphe Toepffer, a French schoolteacher. In his book, Toepffer described the adventures of a teacher who had taken a class of boys on a journey through Switzerland.

She felt that Toepffer's book could serve as a model for a new series of children's travel books, and she asked Butterworth if he would be willing to take on the project. He agreed and began working on the first volume, *Zigzag Journeys in Europe* (1880).

Actually, Butterworth had never been to

Europe when he wrote his first Zigzag book. He simply walked a few blocks to the Boston Public Library where he researched European history, geography and folklore. Not surprisingly, when the book was published, some researchers discovered several errors, including Butterworth's reference to Henry VIII's chapel as Westminster Abbey. Nevertheless, the book sold well and Butterworth soon was able to take lengthy trips to Europe, Cuba and South America. He made extensive use of his travel experiences in several later volumes of the Zigzag Journeys.

The main character in the Zigzag books is a Master Lewis, the principal of a private school located near Boston. In each book, Master Lewis takes a group of approximately six boys on a journey during the school's summer vacation. The specific boys who accompany Master Lewis generally are different in each book, although Tommy Toby, Herman Reed and Willie Clifton figure in several volumes. The books usually begin with the boys visiting the library and reading about the places they are to visit. By the time Butterworth had finished the final volume of the series. Master Lewis and his students had toured Europe, Russia, India, Canada, Australia, America and the Middle East. For the most part. Butterworth did not dwell on the adventures of the travelers; instead, he filled the Zigzag books with history and folklore. Master Lewis or one of the boys would sing a ballad, tell a legend or expound on the history of the particular region in which they happened to be. The colorful folklore included in each volume partially accounted for the books' popularity with children. Young readers also enjoyed the many lavish illustrations.

Butterworth also wrote more than a dozen biographies for children, mostly about patriotic figures, but also about religious leaders and those in whom he had a personal interest, such as John James Audubon. He often focused on the childhood of his subjects.

He belonged to several organizations and served as vice president of the American Peace Society and president of the New England Anti-Cigarette League.

Butterworth, who never married, succumbed to a disease that overtook him at his Boston home where he had lived for 33 years. He was transported to Warren, where he died at his brother's home on September 5, 1905.

The funeral rites were observed September 8, 1905, at the Baptist Church, Warren. The sorrow caused by his passing was universal: stores, hotels, schools, even saloons, were closed out of respect for a great man. Rev. H. D. Dixon, of the Ruggles Street Baptist Church, Boston, who officiated, assisted by the Rev. H. W. Watjen, of the local church, aptly referred to Mr. Butterworth as "one of God's Noblemen."

Assembled in the congregation were many prominent citizens, many of whom who had been assisted financially or otherwise by him in earlier days.:

In "A Tribute to a Great Man," published in the *Warren & Barrington Gazette* in 1962, Leonard C. Makrt writes:

There was hardly a dry eye in the assemblage when at one time in the obsequies the children of the local schools, passing slowly down the aisle, two by two, placed upon the casket sprigs of asters and goldenrod, his favorite flowers, as they passed, thus symbolizing in small measure the overwhelming grief which welled up in their young hearts for the kindly man who had so understandably shared their problems, their aspirations and their love.

The sumacs and maples along the roadside were ablaze with color, the day was sunny and mild, but with just a tinge of the autumn chill which betokened the approaching Indian summer days, whose melancholy beauty he

had loved so well, as the assemblage finally left the church and proceeded slowly to the family cemetery plot on the old farm of his boyhood days, their hearts heavy with the knowledge that they could accompany no further on his lonely journey a great man who was going home. And so he was laid to rest.

No roll of drums, or bugle's blare Or plaudits of the flowing pen; His works of love are graven there, Enshrined upon the hearts of men.

Glenn Estes, who wrote a biography of Hezekiah Butterworth in the mid-20th century, wrote:

A few decades after his death, Butterworth's books were all out of print, and his name had faded into obscurity. While his writing was certainly wholesome and instructive, it lacked the artistry and originality of lasting literature. Still, as one of the best-selling children's authors of the 1880s and 1890s, he remains an important figure in the history of 19th century children's literature.

Guy Fessenden: 1804-1871

In an article published in the November 10, 1871 *Warren Gazette*, Mrs. Sylvester P. Child, Guy Fessenden's aunt, wrote:

G. M. Fessenden was born in Warren, in 1804. A few months after his birth, his parents removed his family, consisting of an older brother and Guy to Boston, MA.

In 1821, he sailed to Java, with his uncle, Capt. S. F. Child, where he was prostrated with a disease incidental to the climate, from the effects of which he never entirely recovered. During the voyage to Amsterdam, he became so feeble, that it was considered inadvisable for him to continue the voyage. He remained in Amsterdam, attending school and acquiring the Dutch language, until 1822, when he returned to Warren and remained an

invalid in his uncle's family for six months. Finally a tour among the Green Mountains partially restored his health, and he made Brattleboro, Vermont, his residence for a few years, where he became a member of the Congregational Church. In 1830 he returned to Warren and engaged in business with Capt. S. P. Child, in which he continued until his death.

In 1849 he married the youngest daughter of the late Capt. Samuel Barton, of Warren.

He was a member of the R. I. Historical Society, to which he contributed valuable papers on the Norsemen Theory, The Indian History, Roger Williams, and other subjects. During the Dorr Rebellion he was in charge of the Warren militia. At the time of his death he was president of the Philanthropic Society of Warren, a Director of the Warren Bank, and a member of the School Committee. His benevolence was ever active in the aid of objects either religious or secular, and liberality of his religious views led him to attend the Baptist and afterward the Episcopal churches.

As a collector of Indian historical records he was indefatigable and to him as the recognized authority all questions relative to Indian localities were preferred and all Indian remains submitted.

In the history of Warren the absence of unnecessary elaboration, ornamental flourish or redundancy, indicated the peculiar practicality of his nature, while in the condensed facts valuable for reference, the reader gains all that is necessary in such history. Had his ambition kept pace with his estimated value, he could have filled any position in the gift of the people; but the precarious state of his health and natural avoidance of publicity, prevented the acceptance of proffered nominations. This forms the general outline of his public record, but whose hand shall group the numberless excellencies of a life teaming with honor, into the proper limit of an expression? The world grows poorer when good man dies and it is only when the open heart and charitable impulses are stilled forever, that the poverty is fully appreciated.

Guy Mannering Fessenden, was the first in a line of Warren historians; his greatest contribution was a history of Warren published in 1845. He was evidently an inspiration to George C. Coomer, Virginia Baker, Lydia Rogers and Henry J. Peck.

Henry Newell Cady: 1849-1935

Perhaps Warren's most renowned artist, a master of marine scenes of cliffs and the sea, Henry N. Cady was born on July 8, 1849, during Warren's maritime heyday. He graduated from Warren High School, then Brown University, and began painting immediately. His first known painting, done in 1869, depicting waves crashing on the New England shore, hangs in Brown University's John Hay Library.

Henry Cady was married to Annie Cole from 1872 until her death in 1916. He lived out of town, mostly in New Jersey, for many years, following the career of photo-engraver for 13 years before returning to Warren in 1895, at age 46.

His residence was at 81 Union Street, but he used a studio on the shore of the Kickemuit River, close to the ethereal scenes of the land and water boundaries that were his hallmark. At this locale he used special devices, including cloud reflectors, to depict his scenes.

He was strongly influenced by his love for the New England coast, with its tumbling and crashing waters, rocky crags and changing moods of sky, sun, clouds and surf. He could be considered one of the "luminists" - painters whose favorite themes were derived from the New England coast, rivers and mountains of the West, and Maine dawns and dusks. The element of light was a significant aspect of American landscape painting of his period. Seascapes especially lent themselves well to the optical effects caused by billows of refracted light from clouds.

Cady's talent lay in capturing the luminous quality of light falling upon his favorite subjects of sun, sky, sea and surf. He kept records of meteorological information, including hourly wind speeds and studied certain aspects of nature in varying nuances of light.

A self-taught painter, Cady produced hundreds of works of art which were exhibited in many places, including the 1893 Chicago World's Fair and the St. Louis Exposition of 1904.

In addition to painting, he illustrated many books and magazines. He wrote two books, *One Week Afloat*, which was set on the Warren River, and *Down the Bay*, about an adventure on Narragansett Bay, under the pen name Wallace P. Stanley. In addition, he and his wife Annie, an historian, wrote *The American Continent Before Columbus*.

Henry Cady also had a strong interest in music. He was the organist for Warren's Baptist, Episcopal and Methodist churches, and wrote a number of piano compositions. Over time, his hearing deteriorated, which kept him from participating in public gatherings and Brown University events, but this handicap notwithstanding, he wrote his last piano composition in 1926 when he was completely deaf.

In 1985 an exhibit of Cady's paintings was held in Florence, Italy. The exhibit booklet stated that he never achieved the popularity of other luminists, but his work, as presented in the Florence show, demonstrated his talents and abilities in expressing the beauty and interplay Henry N. Cady died at home in Warren on May 15, 1935, at age 86, but his

memory remains "alive" through his numerous paintings which hang in Warren homes, in the George Hail Library and throughout the world.

Virginia Baker: 1860-1927

Virginia Baker, one of Warren's most prolific and best-known writers, achieved fame far beyond the confines of her native town for her writing and genealogical work.

According to her obituary in the *Warren Times Gazette* she was a teacher for 35 years in Warren's public schools, particularly at the Campbell and Windmill Hill schools, but is best known for her literary endeavors, includ-



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Virginia Baker, schoolmistress and local historian.

ing books for children and mature audiences, magazine and newspaper articles, stories and historical accounts of the town, some of which were never published.

Early in her life she became interested in history and later in the study of genealogy and came to be looked upon as an authority. It is said that families from near and far came to Warren or wrote her regarding their ancestors. She most willingly complied in providing them with information.

Her most productive time seems to have been in the last decade of the 19th century and the first few decades of the 20th century.

Baker had a strong interest in local Indian history. Her first known published work, an article published in the 1894-95 issue of *Rhode Island Historical Society Publications*, was "Glimpses of Ancient Sowams."

Five years later she published the book, Sowams, the Home of Massasoit, Where Was It? and in 1904 her Massasoit's Town, Sowams in Pokonoket, went to press. By the time of her last book, she was deeply embroiled in "The Battle of Sowams."

As related by Henry J. Peck (pp. 74-76) [abridged]:

Two doughty warriors were Virginia Baker of Warren, and Thomas W. Bicknell of Barrington, Miss Baker wielding the lance for Warren as being the site of Sowams and the home of Massasoit and Mr. Bicknell fighting for Barrington as the true Sowams and Massasoit's residence. The battle raged in the 1900 decade for a long period and with considerable acrimony, principally in the columns of the Warren Gazette, Mr. Bicknell proving voluminously, to his own satisfaction, that he was right, and Miss Baker proving, with copious quotations from a copy of the ancient Sowams records, that her contention was justified.

These 'Proprietors Records' of 1653 were also a great bone of contention, having been in Warren's possession up to 1869 or 1870, was then borrowed by Mr. Bicknell, returned to Warren two or three years later, but then in 1877 returned to Barrington, for some reason undiscoverable by Warren officials of later years. Altho' there was much agitation forty years ago [1907] for the return of the records to Warren, they are still in Barrington.

The title page of the ancient Records bears

the following inscription in bold antique letters A memorial or Booke of Records of ye Severall Divisions & Bounds of ye Lands at Sowames Als Sowamsett and parts Adjacent purchased of ve Great Sachems Assamequin & Wamsetto his eldest sonne by Certain Gentlemen of ye Ancient Inhabitants of the Colony of New Plymouth NE by Order of ye GenL Court as by deed bearing date Twenty Ninth of March 1654 May Appear.

Notwithstanding controversy, a tablet marking Massasoit's

Spring at the foot of Baker Street in Warren, was unveiled October 19, 1907 by two lineal descendants of Massasoit, Alonzo Harris Mitchell and Charlotte Levina Mitchell (Wootonekanuske).

This tablet was presented to the Massasoit Monument Association by the State Committee on Marking Historical Sites and is inscribed, This Tablet placed beside the gushing water known for many generations as Massasoit's Spring, commemorates the great Indian Sachem, Massasoit, friend of the white manuler of this region when the Pilgrims of the Mayflower landed at Plymouth in the year of our Lord, 1620.

Virginia Baker's article, "Landmarks of Warren," published in the March 16, 1895 issue of the *Warren Gazette*, was a short



WALTER NEBIKER COLLECTION

The Massasoit Spring monument at the foot of Baker Street.

treatise on several old houses in town that were related to the 1778 "Raid on Warren".

In 1901, she published a 68-page book, Warren Rhode Island in the War of the Revolution, 1776-1783. In 1903, the Warren Gazette published a series of five articles by Virginia Baker on "The Old Highways of Warren." Perhaps her most ambitious work was A

History of the Fire Department of Warren Rhode Island, a 120-page book published in 1912.

At about this time, also, Virginia Baker produced a 28-page manuscript, "The Maritime History of [Warren] Rhode Island," which was never published.

In her late years, several of her stories based on old times in the vicinity of Warren, replete with quaint characters, humorous situations and dialect, were published in the *Atlantic Monthly*. She also contributed to *Harper's*, *Scribner's* and other popular magazines.

According to her obituary:

...her songs have been sung through the land, while her bits of poetry are treasured in many homes. She had no difficulty in writing a poem for any and all occasions on the most common things of everyday life, all of which had a charm which made them treasured. Henry Peck, in his 1947 history, relates: Virginia Baker, 'Jennie' to her friends, was as entertaining a raconteur, as a writer, and an evening call from her and her sister Isabel ('Belle'), who was librarian of the Warren Library when in the Peabody Block, and who had even a greater 'gift of gab' than her illustrious sister, was certain to provide no dull moment nor lag in the conversation.

For several years prior to her retirement, Virginia Baker was principal of the Miller Street School.

She was the last of her family, her nearest relative at her death being a niece who resided in East Greenwich.



SARAH WEED

The kiosk, formerly a guard shack at the American Tourister plant (once Warren Manufacturing Co.), has colorful panels set into its sides that were painted by Kathy Kittell. She owns Don's Art Shop and painted the segments as a mural of Warren's waterfront. The kiosk sits alongside the East Bay Bike Path which was built on the abandoned railbed.



The George Hail Library.

George Hail Library

by Sarah Weed

The George Hail Library was dedicated on January 12, 1889 at 2 PM on a Tuesday afternoon. Music, speeches and thanks were offered by a number of townspeople, including Hezekiah Butterworth, who read his poem, "Warren Ledge." B. M. Bosworth, chairman of the Building Committee, formally presented the structure to the private Library Association, which had its beginnings in 1871 on the second story of the building which housed Paschal Allen's store at the corner of Miller and Main streets.

Governor Royall Taft gave a presentation on town libraries and the dedicatory address was given by the Rev. Augustus Woodbury of Providence. The building, exclusive of the land, cost just over \$16,000 and was designed in the Romanesque Revival style by the Providence architectural firm of William Walker and Sons and built of granite. The Hail, Waterman and Davol families were the Library's benefactors.

Hattie Butterworth was the librarian put in charge of the new building, which was named in memory of George Hail, a native son of Warren. Hail, born in Warren on June 12, 1793 was a merchant, philanthropist and industrialist, who began his business career at the age of 12, with only a grammar school education, as a grocer's clerk in Providence. Later he established his own grocery business and became a successful merchant.

Hail was a partner with William G. Angell in the Eagle Screw Company in 1838 and its largest stockholder. The continued

Town Buildings

success of the company, later dubbed American Screw, was attributed to Hail's energy, integrity, advice, and financial assistance and he was highly respected by the entire business community of Providence. He became an active member of the First Baptist Church of Providence in 1832 and in 1855 joined other Baptists to form the Brown Street Baptist Church and served as chairman of its Building Committee. He later bequeathed \$20,000 to that church in his will.

Four years after his first wife, Mary Ann Gibbs of Newport, died he married Martha N. Arnold of Warwick in 186. Having spent most of his life in Providence, Hail returned to Warren during the final years of his life for a quiet retirement and died December 6, 1873 at the age of 80.

Martha Hail died in 1882 and left \$5,000 and their home on State Street to the Warren Public Library provided that the name of the Library be changed to the George Hail Free Library in memory of her husband.

During the 20th century the library's interior was changed in many ways. Leaded glass windows were replaced with plain glass. Woodwork was painted and a dropped ceiling installed. In the late 1970s a plan for restoration was developed under the leadership of Jay Barry, chairman of the Board of Trustees. The lower level was enhanced to become the Children's Room. A new heating and air conditioning system was installed and the lighting, painted walls and woodwork were restored to their original colors and condition. The leaded glass windows were found, acquired and rehung, new shelving was created

and in 1980 the library reopened in its Victorian beauty.

In 1991, the library became a member of the Rhode Island Cooperating Library Automated Network and computerized its catalog and circulation system.

In 1994, with funds provided by the Champlin Foundations, the exterior was cleaned and the trim painted. A new stained glass window was hung over the stairway dedicated to the mother of Lombard Pozzi, the architect in charge of the restoration.

In addition to the collections of a public library, the building houses the Charles Whipple Greene Museum, which was called at the time of the dedication the "Antiquarian Room." This room was set aside for a collection of historic artifacts. When donations of antiques and curiosities were solicited from the residents of Warren, they responded with items as diverse as a fragment of wood from the steeple of the Old North Church in Boston and a pine cone from the cedars of Lebanon.

Items documenting the history of the town have also been donated, including domestic equipment such as foot warmers, fire buckets and candle molds; military items such as haversacks, uniforms and swords; and maritime articles, including scrimshaw, ships logs, half hulls and sextants. The collection of historic documents includes a customs paper signed by George Washington, a list of Revolutionary War volunteers and a tally of the property lost by Warrenites during the British raid on Warren in 1778.

Twentieth century additions have included the Native American artifacts excavated at

Burr's Hill by town librarian Charles R. Carr in 1913, South Seas items brought back from his travels by Dr. Drown, miscellaneous Oriental items donated by Josephine Carr and a collection of South American pottery.

Also, the papers of Charlotte M. Greene, who served as a library trustee, are housed in the museum named for her father, along with



The town clock, dedicated during the 250th anniversary year, was a gift of Mary Cabral in memory of her husband, Joseph.

the photographs taken to document "A Day in the Life of Warren" in 1994 which were donated by the Warren Preservation Society.

Warren Town Hall

Walter Nebiker

A letter to the editor of the *Warren Gazette* on January 19, 1889 by a person who simply signed his letter "B" bemoaned the fact that Warren had no town building, which was an "improvement much needed," according to the writer as the town had then been incorporated for 142 years.

There was a need for a town building to provide facilities for a number of public uses, including a town clerk's office, a council chamber, a courtroom, a room for the school committee and, most importantly, a vault where town records could be conveniently and safely kept.

In early 1889, Kelley's Bridge over the Palmer River required attention and \$15,000 was appropriated for this structure. Money was also appropriated for a new town hall. A move by a group of citizens to defeat this appropriation was soundly defeated and \$35,000 was voted for the town hall construction.

Subsequently, more money was added to the building fund, another \$10,000 in March 1889, \$5,300 in March 1893 and \$5,000 in March 1894, bringing the total to \$55,300.

On August 15, 1890 the cornerstone of the town hall was "duly laid with impressive Masonic ceremonies," for, as the newspaper reported, "from time immemorial it has been the custom for Masonic bodies to lay the cornerstone of public buildings."

Out-of-towners attending the ceremony arrived at Stubb's Wharf in the *Pauline* and marched to the town hall where the Honorable B.M. Bosworth gave the major address. Presen-

tation of the brownstone cornerstone was by the Masons' grandmaster, architect William R. Walker.

Work proceeded slowly on the new town building. It was not dedicated until December 18, 1894 with "appropriate ceremonies." Governor Russell D. Brown delivered a "practical address," while native son Hezekiah Butterworth, noted for his poetry and many juvenile works, gave an "eloquent address which in every part preached a poetic fervor that captivated the audience." Judge B. M. Bosworth, chairman of the building committee, delivered an address, an overview of the history of Warren, which was printed in the *Gazette*.

The William R. Walker firm, which designed the building, was one of the leading architectural companies in Rhode Island during the late 19th century and the early 20th century. General William R. Walker (1830-1905) established himself as an architect in Providence in 1864.

In 1874, his son William Howard Walker (1856-1922) joined him as draftsman and in 1880 became a partner. William Russell Walker II (1884-1936) concluded the grandfather-father-son professional sequence. A list of their contributions to Rhode Island architecture is impressive.

Both William R. and William H. had strong interests in military and Masonic affairs and were responsible for the huge Cranston Street Armory in Providence as well as those in Pawtucket, Westerly and Woonsocket.

The town hall today looks essentially as it did when first built, except for a foreshort-ened tower. The main part of the building is brick, trimmed with Long Meadow brownstone and terra cotta, resting on a granite

basement. The 18-foot square tower originally rose to a height of 125 feet from the ground to the top of the finial. At 64 feet was a belfry or look out with semi-circular openings on four sides surmounted by a copper and slate dome which, in turn, was topped by a copper finial and weather vane.

The base of the tower contains the main entry in a semi-circular archway. Also at the base of the tower is a cornerstone with the date 1890 on the front and the Masonic symbol — a plumb and a square — on the left side.

At the base, immediately above the entry,



Warren's only outdoor sculpture is on Town Hall.

is a large terra cotta panel inscribed "Sowams, 1621, Incorporated, Town of Warren, MDCCXLVII," bearing the profile of an Indian and the coat of arms of Sir Peter Warren, for whom the town was named.

Sowams, of course, refers to the ancient home of the Wampanoags located here. Peter Warren, in command of three ships of the British Royal Navy, played an important role in the siege of Louisburg in 1745. The capture of the fortress at Louisburg, the most formidable in America, by combined Colonial and British

forces helped make the New England coast safe for commerce shortly before Warren was incorporated. The seafaring town was glad to bear his name.

When finished in 1894, the first floor contained a room for the school committee, the town clerk's chamber, the town clerk's office, including the records room, two anterooms and, at the rear, a district courtroom.

The second floor contained a large "beautifully decorated" hall, which, with folding chairs, could accommodate 800; the balcony could seat 200. The basement, of solid masonry and iron, housed the police department and cells.

The most substantial changes to the building occurred in 1938 and 1971. The 1938 hurricane did extensive damage to the tower that was rebuilt in a diminished form. The 1971 changes designed by Warren architect William M. O'Rourke (who also did a 1950 addition) were responses to the changing needs of the building.

Upstairs, the auditorium was replaced by a courtroom, council chambers and rooms for judges and court officers. The downstairs was done over to provide new quarters for the police department, tax assessors and treasurer. The cost of the 1971 renovations was \$290,000: more than five times the cost of the original building.

Warren Town Hall today,



WALTER NEBIKER COLLECTION

This postcard view of Town Hall shows an ivy-covered exterior and four storys in the tower which places it before the 1938 Hurricane.



Today, the former Joyce Street School is a government center housing the Police
Department and the Fire Department in an addition to the south, a Registry of Motor Vehicles
Office two days a week and other state offices serving this area.

more than a century after its "birth," is one of the town's most significant structures, important architecturally and historically.

Monuments

Warren's monuments are few. One is pictured earlier in this chapter: the terra cotta sculpture on the outside of Town Hall and the Monument at Massasoit Spring appears in the section on Arts and Letters.

In addition, Warren has a Soldiers and Sailors Monument located on the State Street Common across from the Methodist Church and a monument to Hugh Cole, one of the first European settlers in town, located in East Warren, not far from the school named for him.

The Soldiers and Sailors was designed by Cornelius Harrington and paid for with a \$1,200 appropriation made at the Financial Town Meeting in March 1908. The plan was undertaken by the Massasoit Monument Association which held a dedication on October 3, 1908.

In ceremonies held at Town Hall, Governor James H. Higgins addressed the audience. Minutes of the Massasoit Monument Associate indicate that "between two and three hundred veterans of the Civil War and many representatives of patriotic societies were present, the Town Hall being filled."

Celebrants marched from Town Hall to the Common where Civil War veterans John W. Hubbard of the 9th Rhode Island Volunteers and



The Methodist Church provides a backdrop for the Soldiers and Sailors Monument at which a ceremony is conducted each Memorial Day. Also at the Town Common is a memorial to all deceased members of the Fire Department. On Firemen's Memorial Sunday, a wreath is laid there and new names are added to the roll.

Benjamin B. Martin of the U.S. Navy unveiled the monument. Colonel Charles W. Abbot, Jr., 1st Rhode Island United States Volunteer Infantry, Spanish American War and President of the Massasoit Monument Association, presented the monument to the Town. David W. Potter, president of the Town Council accepted for the Town. "The Star Spangled Banner" and "America" were played by the Warren Artillery Band. The monument was described on the back of the dedication program:

The shaft is a ten inch Rodman cannon cast in 1866, and formerly part of the armament of Fort Knox, near Bucksport, Maine. It is eleven and a half feet long, and weighs fifteen thousand pounds. It was donated by the



The Hugh Cole Recreation Site.



VINCENT MILLARD COLLECTION

The Hugh Cole Memorial, dedicated on September 2, 1917, is located in the woods adjacent to Hugh Cole School and is named, like the school, for Cole, one of Warren's original English settlers, on land that once belonged to him.

War Department under provisions of an Act of Congress. The pedestal is of Quincy granite in three pieces. The upper piece or die bears the inscription, 'To the Patriots of Our Town Who Have Borne Arms in the Wars of Our Country.'

The town does not have an Honor Roll for war veterans but it does have a memorial

and a flagpole at the Asylum Road Recreation Site where services are held on Veterans Day.

Several dedicated town residents have been putting together a list of the names of servicemen and women and hope to raise enough money to erect an Honor Roll for the Town in the near future.



COURTESY-MASSASOIT HISTORICAL ASSOCIATION

BOWEN-HAILE-NUNES FARMSTEAD - circa 1682, &c. 249 Market Street

On the former Bowen-Haile-Nunes Farmstead, a rare surviving representative of a 17th century Narragansett Bay saltwater livestock farm now given over largely to development, stands the oldest extant house in Warren.

The east side of the house, pictured here at about the turn of the 20th century, shows the hip roof, long extended shed and ell, the barn on the left and the grape arbor and corn crib to the right. Landscape features laid out by the English settlers included uplands, meadows, woods, marsh grass and a cart path to the cove on the Palmer River.

Facing southeast, the original house was erected by Obadiah Bowen about 1682 as a story-and-a half house with a steeply pitched gable roof. The interior had two unequal sized rooms separated by a massive brick chimney built upon a stone base. Shortly after its original construction, a single story leanto was put up across the full length of the rear.

By the early 1700s, the farmhouse was raised to a full two stories - the leanto then being increased in height to create the house's dramatic camelopard or saltbox roof form By the mid-1850s, new rafters and roofing were added above the first roof to create the continuous planar roof visible today.

Obadiah Bowen was a Rehoboth man who became one of the Swansea proprietors in 1667. Proprietors' records show that Obadiah Bowen received a 10 acre house lot about 1679 on the west side of the "Country Road" - Market Street -

that adjoined his salt meadow. Additional purchases of farmland and salt marsh lots resulted in a farm of more than 100 acres that ran in a broad strip from the Palmer River across the highway to the Birch swamp.

In 1708, Richard Haile Jr. acquired the farm; thereafter it remained in the Haile family for over two centuries, until 1911. Both a 1718 inventory which lists: "80 sheep, 2 oxen, 5 cows, 7 young cattle, and 2 horses" and an 1809 advertisement which lists: "4 stacks of salt hay in the barnyard, about 5 tons of salt hay in the meadow, and 2 tons of salt hay in the barn," evidence how Haile Farm functioned.

Levi Haile, serving on the Rhode Island Supreme Court from 1835 through 1854, resided here. Justice Haile served on the court that judged Thomas Dorr, leader of the Dorr Rebellion - an important struggle to extend voting rights in 1842. The 1850 census lists Levi Haile's Farm as the third largest in Town, producing "20 tons English hay, 4 tons Black Grass ... 70 Bushels corn, 2 stacks of Oats and 7 Bushels Rye."

From 1911 until its sale for development in 1988, the Nunes family farmed the land. According to Gabriel Nunes, the last to farm here, the south field was used to raise corn and alfalfa and the north field for pasture. The Nunes' raised dairy cattle and chickens - producing eggs and poultry for local markets.

The property was declared eligible as an individual entry for inclusion in the National Register of Historic Sites and Places in 1992.

Historic Homes by Lombard John Pozzi

assisted by Cliff Morey

photographic printer - Paul A. Darling

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Warren Preservation Society
Sarah Weed, George Hail Library director



BUTTERWORTH FARMSTEAD - 1728 614 Child Street

The Butterworth House, built as a farmstead in what was "Swanzea," has descended through the family to this day. On September 9, 1685, John Butterworth, a cooper, sold "for divers good considerations ... of that great love and natural affection he hath & beareth to his well beloved sonne Joseph Butterworth ... a certain parcel of upland and swamp containing forty acres ... on the east side of Kacamuet creek alias river ... also a single range right in all the undivided land in the aforesaid Swanzey" including the "right to wood, mineral, herisage, water, &c." A decade later on December 3, 1695, shipwright Job Winslow of Freetown, Massachusetts, sold to yoeman Lt. Joseph Butterworth for £40, additional land containing about 37 acres. "In consideration of love, goodwill, and natural affection which I bear towards my son Benjamin Butterworth," a housewright, the elder Butterworth conveyed the estate "being on the east side of the Kicamuet River ... said land being by examination about fifty-five acres be the same more or less" on July 18, 1732.

The house is best remembered as being the residence of Warren poet laureate Hezekiah Butterworth during the late 19th century and into the 20th, before his move to Boston.

Some of the original surviving architectural details include the central brick chimney, flat headed entrance, and splayed window lintels. The dormer windows are later additions. In the early 1970s, owners Charles and Shirley Butterworth extensively restored the farmstead including masonry, electrical, plumbing, plaster, insulation and repainting work. At that time, Roman numerals discovered carved in a wood lath between the front windows in the first floor southwest parlour gave the date of construction as 1728.

The home is today the residence of Steven and Susan J. Butterworth.



COLE-HOWLAND FARMHOUSE - circa 1740 803 Main Street

Originally built in the northern part of Bristol, this modest pre-Revolutionary era farmhouse stands on the "main road to Warren" at the head of what was known as Crane's Lane - renamed Vernon Street when this mile-long portion of the "neck" stretching from the present Town boundary line to St. Mary's Church was annexed to Warren in 1873. Crane's Lane, named for "Uncle Crane," extended to the "back road" - later called Park Street and today - Metacom Avenue.

According to Henry J. Peck's 200th Anniversary of Warren, Rhode Island written in 1947, this gentleman "came from Yorkshire, England, early in the eighteenth century and introduced the fuller's and clothier's art into the Colonies."

The Cole-Howland Farmhouse is believed to have been built in about 1740 by a member of the Cole family. Setting close to the ground, the residence's form coupled with its narrowly proportioned plank-framed windows and simple front entrance is indicative of this early date. Tradition relates that owner James Cole served as a lookout during the Revolution, keeping watch for British activity along the river.

Over time, several additions were made to the old clapboarded farmstead resulting in its present picturesque appearance. These include the paired front dormers, a shed dormer across the rear roof slope and a kitchen extension to the west.

The house descended into and was for many years owned by the Howland family. Following the "Hurricane of 1938," then owner John Howland secured the six-sided cupola from the "Old Handkerchief Factory" at the corner of Main and Broad streets - remodeling it to become a children's playhouse.

In 1975, Thomas and Christine Wright purchased the Cole-Howland Farmhouse. Today this white cottage with its green blinds and low picket fence, coupled with a mature walnut tree which shelters the driveway, is a local "landmark" along Main Street.



BAKER-MERCHANT-DEWOLF HOUSE - 1753 421 Main Street

Jesse Baker erected this dwelling in 1753 according to Warren historian Henry J. Peck. At the time of the British burning of Warren during the Revolution in May 1778, widow Freeborn Baker resided here and saved the modest cottage from the hot embers of the adjacent burning Baptist Church, parsonage and arsenal by wetting every blanket and sheet in the house and spreading them over the roof of her home.

In 1762, on the property running westwards, Jesse Baker's son, also Jesse and a cooper by trade, erected a commodious dwelling upon what is today the site of Massasoit Park. This later became the home of Warren author Virginia Baker. By 1767, "a way leading up to Jesse Baker's" was established from the river and in 1798 what must have existed as an informal byway from Main to Water streets was given to the Town by Jesse and Thomas Baker, James Easterbrooks Bowen and John Haile "on the condition that it be called Baker Street forever." At their own expense, Jesse Baker with the assistance of Martin Bowen in 1807 excavated the well at the historic Massasoit's Spring at the foot of Baker Street which was used freely by the Town's citizens throughout the 19th century.

Mrs. Freeborn Baker's granddaughter, Anne Elizabeth Baker, married Charles V. Child, who added a rear ell and a great free standing playroom called the "gymnasium" a short distance west of the homestead. Dr. Joseph Merchant, "physician and surgeon," purchased the house in 1868.

Using the double parlours on the north side as his office, Dr. Merchant added the Victorian front entry with its curving stair, and the large southerly extension characterized by its saw-cut cornice modillions. Granddaughter Mary Jolls who resided here throughout her life, when summoned, would ring the Baptist church bell to sound the alarm for fire.

In 1965, the home was purchased by dentist Dr. Peter J. Mogayzel to serve as his office, and co-owner Arthur F. Langello.



NELLIE EASTERBROOKS HOUSE - circa 1760 17 Church Street

One of the oldest homes on Church Street, this one-and-a-half storied gambrel roofed cottage is best known for the actions of its residents during the Revolutionary War. The Nellie Easterbrooks House stands across from the Town Common, the lot for which was purchased by the Town from Martin Luther for \$500, in 1800. Since 1844, this modest scaled residence has been dwarfed by its neighbor, the Methodist Church.

The Easterbrooks house is alternately known for its most infamous boarder, "Traitor Holland." The former Warren schoolmaster, John Holland, is said to have betrayed the Town to the British in May 1778, thus earning the nickname of "Traitor."

Nellie Easterbrooks herself is also said to have been active during the British raid on Warren. According to Henry J. Peck's 1947 200th Anniversary of Warren, Rhode Island," as the "red coats" were leaving Town with their captives, "a party of ladies led by Nellie Easterbrooks valiantly rushed out of the later Fessenden House and nabbed a diminutive drummer with a large drum who was bringing up the rear. The rather tipsy drummer expressed great pleasure at his capture, being weary of his job."

Architectural changes to the Easterbrooks House over the past centuries have included the relocation of the front entrance from the sidewalk elevation. The early 20th century paneled shutters with four leaf clover cutouts give the house a quaint, almost fairy-tale like feel. This historic home is today owned by Francis H. and Patricia S. Scola.



BROWN-PIERCE HOUSE - circa 1760 299 Main Street

A remarkable early survivor of over two centuries of change along busy Main Street, this Colonial-era house was owned by William L. Brown in 1851, as indicated on Civil Engineer Henry F. Walling's 1851 map of *Warren Village* in Bristol County. This map also shows that three additional buildings across Main Street comprised "W. L. Brown's Est(ate)."

The simple cape form with its large central chimney, straightforward trim and low ceiling height - reflected by the proximity of the front eaves to the façade windows - of this cottage are indicative of its pre-Revolutionary construction date. During the mid-19th century, the entrance was updated in the Greek Revival style - sidelights being added at that time to light the small stairhall within. The six-paned sash which superseded the original 12 pane counterparts may also been altered concurrently.

The Pierces next owned this house for over a century - from the 1860s until 1989. Hidden by overgrowth, the property was purchased and restored by Douglas King in 1989. Marie L. King, proprietor of Marie King Antiques and restorer of the Capt. Level Maxwell house at 382 Main Street, became sole owner of the Brown-Pierce house in 1994.



MARTIN-BOWEN HOUSE - circa 1760 592 Main Street

Erected at the sidewalk's edge as were most of the early residences erected in or near the village center, this is Warren's only surviving two-and-a-half story, three bay, gambrel roofed Revolutionary-era dwelling. Over time, what was likely a simple entranceway was updated in the Greek Revival style to include sidelights and the original straightforward corner boards were replaced.

At about the turn of the 20th century, the Jayne sisters, Josaphine and Seraphine, sold yeast to the neighbors from this dwelling.

This important early residence has been the home of Yvonne F. Fillipino since the 1940s.



LUTHER COTTAGE - circa 1760 95 Union Street

Owned by Samuel H. Luther during the early decades of this century, the fine proportions of the modest story-and-a-half gambrel-roofed cottage combined with its simple detailing gives this early home its hospitable appeal. Likely built sometime during the third quarter of the 18th century, the pre-Revolutionary Luther Cottage was moved to this site sometime after 1862.

The narrower windows of the side elevations would originally have included three pane wide upper and lower sash - a feature indicative of early construction as evidenced in the Massasoit Historical Association's brick Squire Maxwell House built about 1753 at the northwest corner of Water and Church Streets.

Owned by Gideon J. and Agnes Gauthier in the 1930s, the house passed to Napoleon and Olivine Gauthier in 1939. Three decades later, Robert A. and N. Diane Davis purchased this property, in turn selling it five years later to Francis H. and Patricia S. Scola, owners of the gambrel roofed Nellie Easterbrooks House at 17 Church Street, which they also purchased in 1974. The Luther Cottage was purchased by William C. Whipp in 1996.



CAPTAIN HAILE COLLINS HOUSE - 1761 &c. 240 - 244 Water Street

Built for shipwright William Hill as a three bay, two storied residence in 1761, this Colonial "half-house" form is an example of English medieval practice in transition to formal Republican building and is one of the features which sets Warren's architecture apart from that of the neighboring town of Bristol. Josiah Borden, also a shipwright, purchased the house shortly after it was built and retained ownership until 1806, whereupon he sold it to mariner William Collins who had a wharf just north of Caleb Carr's ferry at the foot of Washington Street. A rent receipt for "five weeks two days lodging" found above the ceiling of the north attic room in 1981, and the evidence of first and second floor beehive ovens, indicate that the home was likely erected as a two family house, a fairly common practice.

Unusual in that the house expanded to the rear rather than to the south to typically complete a formal façade of five bays, the resulting picturesque assemblage consists of the original dwelling of 1761 set at the Water and Baker street sidewalks and a principal two-storied Greek Revival ell dating from about 1835 which replaced an earlier and possibly original ell. A classically designed single story Greek Revival side extension was added in 1849 or shortly thereafter, an early story-and-a-half side ell was moved and joined to the taller ell about the time of the Civil War, an enclosed rear staircase was added thereto and the most recent addition - a 1984 bathroom ell.

Owned during the mid-19th century by sea captain Haile Collins and more recently by the Estrella family, the house was rescued from demolition in 1980 and has since then been gradually restored by architect and owner Lombard John Pozzi. Within are nine fireplaces, the original generous staircase and wide pine floorboards throughout.



JACOB SANDERS HOMESTEAD - 1771 48 Market Street

The southeast corner of yeoman John Child's "homestead lot fronting on 'the country road' measuring five rods wide by ten rods deep - excepting a two square rod portion at its southwest corner 'to build a school house upon'" - was purchased by blacksmith Jacob Sanders for \$100 in October 1770.

The fine commodious residence erected for Jacob and Elizabeth Whiting Sanders is impressive due to its simply detailed symmetrical facade and gambrel roof. Retaining its narrow wood clapboards and plank-framed windows, the roof monitor is early, if not original. The front entrance of the Sanders House is a Greek Revival era update.

When Jacob Sanders died in 1791, the property passed to his children, at which time an inventory of goods was received by the court. The "great room" was noted, as well as the northeast and southeast bedrooms.

In two separate transactions by the Sanders heirs, physician Otis Bullock purchased the property for an aggregate cost of \$402.77 in 1844. Thirty years following, Barrington resident and "real estate agent" Charles Joseph Smith purchased the house and "other buildings thereon standing" for \$2,000. After a default on the mortgage 10 years later, notice was given in the *Warren Gazette* of an auction on June 20, 1884. George Smith purchased the house for \$1,625 and immediately transferred the property to Mary Collins Bullock on August 7 the same year. Mary Bullock was a daughter of Haile and Emaline Maxwell Collins and widow of George Sanders.

In 1902, Isaac Garceau paid one dollar "and other good and valid considerations" for the Jacob Sanders Homestead. Passing to the Garceau heirs in 1949, Virginia Sweet became owner of this historic Warren homestead in 1983.



MILLER - COLLINS HOUSE - before 1778 296 Water Street

This four bay, two-and-a-half story house was the home of sea captain William Collins and was likely built about the time this portion of Water Street was formally laid out from King (today Washington) Street to Miller Street in 1773. The flat-headed, simply detailed entranceway of Collins' house is indicative of its early date.

In 1778, shipwright Samuel Miller sold to Charles Collins, a mariner, a lot of land with a "dwelling house" thereupon. Charles Collins in 1819 sold to William Collins, a merchant, his interest in his late father Charles Collins' estate. During the 19th century, Collins' Wharf was across Water Street, central to bustling waterfront activity which included a lumberyard, engraving shop, carpentry shop and a cooperage. In 1869, William Collins Jr. devised the property to Thomas Phinney, who retained ownership until 1892 at which time Laura Hathaway became the next owner.

Frank Pysz bought the house in 1919. During the 1930s, a bakery operated by Frank and Eva Pysz was located to the rear of the property. Brick ovens were used. Later, this became known as the "Warren Quality Bakery."

In 1953, Frederick J. and Alice S. Jannitto purchased the Water Street property. During the 1960s and '70s, "Capt'n." Jack Ogg operated a well-remembered eclectic nautical shop in a small "clam shack" on the property. This, however, served more as a local gathering spot. Today, this is the home of Joan A. Jannitto.



SCHUBAEL MASON HOUSE - circa 1775 77 Water Street

The northerly end of Water Street existed as a "way" from Miller Street northwards to Main Street prior to 1770 and by the mid-1790s, Summer Street passed by the north side of this house. Named for mariner Schubael Mason, this Colonial period half-house retains its original straightforward architectural form. Its massive chimney with its fireplaces are at the core of this dwelling, although its height has been somewhat shortened with the passage of time. The original plank window frames are capped by splayed wood lintels and simple boards of ample width finish the corners of the Schubael Mason House.

As was done to the gambrel roofed pre-Revolutionary Martin-Bowen House at 592 Main Street, the present doorway of the Schubael Mason House dates from the Greek Revival era of the 1830s and '40s when the popularization of formalism rendered the pedimented entrances of the Colonial and Federal era old fashioned. A particularly striking example, Doric pilasters "support" a modestly scaled entablature; the doorway, sidelight, and transom are slightly recessed.

During the 1970s, asphalt siding was removed to expose the original narrow clapboard siding when the exterior was restored to serve as "The Deacon's Annex", one of the precursors of Warren's current mecca of antique stores. Since that time, Mary Jane Couper and Susan Mannion have owned this historic dwelling.



BENJAMIN CRANSTON COTTAGE - 1783 12 School Street

One of several surviving modest single story gambrel roofed cottages in this historic neighborhood, the late 18th century Benjamin Cranston House was built facing south as many of the old homes were and narrow fenestration was used to minimize heat loss. Over time, additions were made to the cottage, including the saltbox-roofed kitchen ell to the east, giving the ensemble a picturesque look. Of note, the central and ell chimneys retain their strikingly handsome height. Although these appear overly tall by today's standards, this was the norm when fireplaces and bake ovens were in everyday use so as to promote a good draft.

During the 19th century, the property was owned by "S. Hoar" and later by "Mrs. A. Cole."

The residence of Barbara Oliver and Mary Parent in the 1970s, the Cranston Cottage is today owned by Robert L. and Sofia A. Danesi. Their daughter Pamela designed and stitched the much admired 250th Anniversary commemorative quilt.



SHERMAN HOUSE - 1784 7 School Street

In the decade following 1756, land owned by Gov. Josiah Lyndon, John Wheaton and Caleb Carr was set off into building lots, at which time Lyndon, Manning, Broad, Wheaton and Queen streets came into existence.

Following the Revolutionary War, Queen Street was renamed School Street, although it evidently took quite some time for the old name to gradually fall into disuse as it was not until 1835 that the change became official.

The Sherman House is very similar to the Cranston Cottage diagonally across School Street. Additions have included a full shed dormer across the rear and an extension to the east side. Its architectural interest derives its from its simple form, hallmark central chimney, modest period entrance and fenestration.

Home to Mark A. and Evelyn DeWolf for many years, new owners Todd Pennoyer and Doreen Lindenburg have recently removed the weathered shingles which covered their home to expose the early clapboarding as part of their ongoing restoration. Within, the house retains its fireplaces and much of its original simple woodwork.



MILLER - ABBOT HOUSE - 1789 &c. 33 Miller Street

Erected for Revolutionary War hero General Nathan Miller in 1789 and expanded in 1802, this residence was finished with a finely detailed staircase and floor-to-ceiling height mantles. A Federal-era embellishment was the installation of French scenic wallpaper designed by Joseph Dufour in the "Monuments of Paris" design.

The general's daughter, Abigail, married Charles Wheaton of ropewalk fame. Their daughter Laura married Joel Abbot in 1825. It was during the 19th century that the legendary gardens joined with those of the Wheaton Homestead to the north at the southeast corner of Union and Liberty streets. The matching cast iron fencing likely also dates from the mid-19th century. Copper beech trees were planted at this time.

In 1853, Commodore Joel Abbot with his son Charles Sr. accompanied Admiral Matthew F. Perry on his historic trip to open Japan to trade. During the Civil War, Charles Abbot Sr. participated in the blockading of Southern ports and in the capture of New Orleans. The house was inherited by his son, Charles Jr., and then by Grace Abbot Fletcher.

Through the years, additions were made to the rear resulting in a house of 27 rooms. Outbuildings were erected and a dwelling at the corner of Miller and Union streets disappeared. Dormer windows and Gothic Revival roof trim were added during the latter part of the 19th century - this latter element succumbing to winter gales a century later.

From 1955, this was also the home of well-liked businessman Amon Jamiel, proprietor of the popular hardware store known as "The House of a Million Items." Today his widow, Marcelle Jamiel, lives in the large homestead.



BETSEY BURR HOUSE - circa 1789 18 Washington Street

The Betsey Burr House was erected to the west of the famed Burr's Tavern where General George Washington lodged and dined during his March stay in 1781. The circa 1680s tavern and inn stood at the southwest corner of Main and King streets, the latter way to the water renamed in the General's honor following the close of the Revolutionary War.

Inn keeper Shubael Burr's wife Betsey owned this house which was erected behind the tavern in about 1789, the year of Washington's first inauguration. The west elevation facing Manning Street was a formal facade of five bays, with a central pedimented Federal style entrance as indicated from the *View of Warren* published by Bailey and Hazen in 1877. The paired symmetrical chimneys as shown in that view would typically have been located between the front and rear rooms at each side of a central stairhall.

The property was owned by St. Mark's Church for a 40 year period beginning in 1880. During this century, owners have included Alice M. Barney from 1920 through 1943, followed by Alfred J. and Irene T. Ratier through 1976. Purchased by Phoebe James Murdock a decade later, her garden to the south of the house is today well known throughout Warren for its splendor.



RICHMOND-HALL-MERCHANT HOUSE circa 1790 15 Wood Street

The Richmond-Hall-Merchant house was moved a short distance northeastward from the nearby site of the Dow-Starr house at 366 Main Street in about 1855 where it replaced another smaller building. During the execution of the move likely done for Charles Richmond, the house was turned to front north upon Wood Street.

This handsome Federal-era residence is noteworthy because of its imposing Georgian-style pedimented front entrance. Other features include the paired chimneys located between the front and rear rooms to each side of the central stairhall and the plank window frames with their splayed wood lintels. Mid-20th century colors were Colonial Revival in genesis - an attractive strong yellow for the clapboards with white trim and medium-to-dark green blinds.

From the late 19th century until 1962, John, then Nelson and later Edith Hall owned this house. It is interesting to note that the unusual use of a joined double window in the gable similarly occurs at the residence at 172 Water Street which was also owned by John C. Hall during the late 19th century.

Since 1962, the Merchant family - now including Joseph G., Mary F., Nathalie and Alicia Marie - has owned this fine home.



HOAR-HALL HOUSE - 1794 172 Water Street

Built for J. Hoar, a blockmaker for the maritime trade, the Colonial residence with its winding hall staircase and large central chimney was built as a two family dwelling. The rear central room on each floor has a kitchen beehive oven. Its lot when built, as is often the case, was larger, encompassing the property of the houses next south and east - the lot extending to Union Street in the rear.

The formal five bay fronted house retains its simple early Republican form devoid of any original or later ells. Of special note is its fine pedimented entrance. Curiously, the rear elevation is also symmetrical, with narrower secondary room windows uniformly located to light each of the four smaller corner spaces within.

Descended through the Hoar family into the mid-19th century, the house was owned by John C. Hall in 1870. The Sumoski family owned the house through most of this century. John S. Chaney, a third grade teacher in Warren's Main Street School, purchased the house in 1984. Since that time, the central chimney and six fireplaces have been restored by mason Donald Brown, asphalt siding has been removed and the underlying clapboards restored and 12 and nine pane window sash have been replicated. Within, finish carpenter Christopher Brayton has custom fabricated first floor replacement mantles in the southwest parlour and kitchen, using the originals of the story above as a model.



DANIEL K. BOWEN HOUSE - circa 1795 49 Church Street

Built as a typical Federal era dwelling in the latter 1700s, the original front entrance and windows of the Daniel K. Bowen house were updated during the ensuing Greek Revival period of prosperity in Warren. This historic home takes it name from Daniel K. Bowen who owned it during the latter 1800s. His tailor shop was located on Water Street.

This dwelling is noteworthy for the ambitious carved woodwork of its first floor southwest parlour. Painstakingly stripped of nearly two centuries of paint build-up and subsequently restored by historic paint analyst Russell Wright during the 1980s, current owner Debra Jobin has continued the work of restoring this fine residence.



BURR-EDDY HOUSE - between 1797 - 1805 582 Main Street

On September 6, 1797, mariner Shubael Burr sold to Rufus and Anna Burr of Bristol, this lot fronting on the "County Road" for \$300. Eight years following, Rufus Burr, also a mariner, sold this lot and dwelling for \$2,000 to Barnard Smith, a merchant.

The late 18th century front entrance is one of Warren's most elaborate examples. Fluted Ionic pilasters visually support embellished frieze blocks above which the pediment rests - enhanced in turn by meander and concave-shaped "blocks" at the return and raking pediment cornice. Above a later but old four panel Victorian door is a semi-circular fanlight - its encircling casing punctuated by a central key block. Completing the ensemble is the early - probably original - stone double-run stair and iron railing. The roof cornice echoes the detailing of the entranceway pediment - suitably executed at a larger scale due to the bulk of the dwelling and its distance from the observer.

This central chimney, Colonial-form dwelling was owned by James Maxwell Eddy during the early 19th century. Sometime after 1877, the first and second floor southerly front chambers at the smaller side of the asymmetric four bay facade were enlarged via the addition of an extension with truncated bay-like corners, capped by a half-hipped roof. Victorian in plan while matching the elaborate cornicework and roof plane, the addition's appearance is unique.

In 1920, Mary S. Eddy and Annie Dean sold the house to Alphonse and Delia Picard. Originally clapboarded, the house was resided with wood shingles sometime after the mid -1930s. Dr. Charles E. Millard purchased the Burr - Eddy house in 1983.



JOHN BROWN HOUSE - between 1795 - 1803 35 State Street

This formal, almost perfectly balanced, turn-of-the-19th-century residence reflects the formalism of the Federal period of American architecture. The massive central chimney with an adjacent tight winding staircase just inside the front entrance common during the Revolutionary era has been superseded by a generous central stairhall. Paired rooms flank each side of the central hall - each room pair sharing a smaller chimney at their common partition.

In February 1795, John Brown purchased this lot with a woodworking shop from cabinetmaker Seth Peck. John Brown transferred this lot, now with a dwelling erected thereupon, to Abner Jinks in 1803, and regained ownership two years later, suggesting that the property may have served as collateral for some other endeavor.

John Brown's widow, Sally, sold the house in October 1842 to James Coffin. The residence was inherited by his wife Bathsheba in December 1866, with the stipulation that their daughter Mary E. Paine would receive the estate upon survivorship. A half century later in 1916, Mary left the home to Ella and Albert Converse and Annie Whitman.

The present front entrance with its bracketed hood stylistically dates to the 1880s. It may also originally have sported a low balustrade upon its roof. The appearance of the original Federal-era entrance was probably similar to the neighboring Steven Davol House.

In 1919, Annie Whitman became sole owner. Two years later Michael and Giuseppina Cappuccilli purchased the residence which remained in their family until 1985. Owner Linda P. Mello purchased the house in 1986.



OLD BAKE HOUSE - circa 1800 36 Baker Street

Civil Engineer Henry F. Walling's 1851 map of *Warren Village* in Bristol County indicates that this was a "bake house." Traditionally, it is believed that ships' biscuits were made here. The pictured stonework remaining at the south side of the building, believed to be part of the former ovens, likely dates from a Colonial or Federal period of origin. The use of 12 paned sash and the same height but narrower windows of the southerly gable also indicate an early construction date. Roof monitors are also an early feature of this edifice.

A later appearance is given by the formal Greek Revival façade facing Baker Street - its overhanging raking eaves of its gabled façade peak and the diamond-paned triangular window within being indicative of the 1840s.

Abutting what was previously known as Parsonage Street, as the Methodist Parsonage stands across the one block long lane, the width of the lane was lessened in an old real estate adjustment leading to its current moniker, Stingy Alley - today a well-used walking path in Warren's historic neighborhood.

A turn-of-the-century photograph taken by Henry N. Cady shows the northeast corner of the Old Bake House serving a commercial use, with narrow paired shop doors and a shop window facing Baker Street.

When the former Narragansett Steam Fire Engine Company Station No. 3 next door was being restored in the latter 1970s as the Warren Firemen's Museum, a five-year-long U. S. Bicentennial project, retired owner Carlyle Arthur concurrently restored the exterior of his home. The composition siding was discarded, followed by the repair of the clapboards, replication of the corner boards and the rehanging of the long missing exterior blinds. Today, Carlyle and Hope Arthur maintain a fine landscaped yard and garden between their home and Stingy Alley.



HAZARD-GEMPP HOUSE - circa 1800 15 Liberty Street

This elegant brick Federal townhouse was built, based on its exterior form and fine interior woodwork, around the turn of the 19th century, likely following the opening of Liberty Street during the mid 1790s. In May 1863, George C. Hazard of South Kingston transferred the house to Mary Jane Hazard of Warren. Later marrying Lucius Warner, she sold the house to Joseph M. Merchant in 1887 for \$300. Owned by several others through the intervening years, the home was purchased by Gottlieb and Louise Gempp on June 24, 1913, the grandparents of present owners John B. and Barbara L. Keegan.

Gottleib Gempp was proprietor of the local American-German Club and believed in sound, long term maintenance, a process which continues to the present. The front hall with its original stairway encompassing scrolled stair ends and square-sectioned balusters set three-to-a-tread has recently been stripped and carefully refinished by John Keegan. Other features include raised eight panel doors, a paneled dado formed via applied mouldings and capped by a chair rail, a lightly-scaled interior cornice and the entrance with its arched fanlight.

The first floor southwest parlour is joined to the rear parlour via paired sliding doors. The focal point of the room is its ambitious and well proportioned fireplace treatment. Engaged Doric colonettes visually support an entablature with a pillow frieze and mantle shelf which carries around the sides of the projecting chimney mass. A large raised panel above the mantle shelf is flanked by paired fluted Ionic colonettes - these in turn supporting an upper entablature with a scaled dentil course and pillow frieze - the middle section of which projects forward to support a broken pediment. The boxed corner posts of the front parlour have ropework along their corners in lieu of the usual run bead.



CHILD HOUSE - circa 1800 184 Water Street

Utilizing the three bay or half-house form of the Revolutionary era, the relatively low hipped roof of this fine brick residence dates its construction to the Federal era. From the latter 1700s until about 1825, formal houses with this roof form were often finished with elegant roof railings, some of which may still be seen in neighboring Bristol. The exterior brick walls support the structure, as opposed to being a single veneer course over a timber frame.

The classically styled entrance of this residence which was owned by H. Child during the mid-19th century includes Doric pilasters with entablature blocks "supporting" a pediment pierced by a semi-circular fanlight. A wooden entrance stair with a simple railing, square balusters and ball-topped newel posts preceded the present cast-in-place concrete stairway.

Exterior blinds may have been an original feature of this residence given its present austere appearance and the fact that blinds were beginning to be used locally at about the time this home was constructed. From at least the 1920s into the '70s, the H. Child House had later machine produced exterior blinds with operable louvers.

In this century, Gideon and later Napoleon Gauthier owned this house and used the commercial building next door to the south as their plumbing shop. Today, both buildings are owned by Carlyle Arthur.



JEAMES GOFF HOMESTEAD - 1801 701 Main Street

This Colonial era half-house was built by housewright Jeames Goff at the age of 21 on land obtained from the estate of Samuel Child. Remaining in the Goff family for over a century-and-a-half, Civil War General Nathan Goff was raised here during the middle years of the 19th century - his later home being the next house south at 707 Main Street. Victorian improvements were made to the Goff Homestead over time, including the north side porch.

Born in Warren in 1827, Nathan Goff at age 17 apprenticed as a sailmaker, succeeding to the business with partner George Cranston in two years' time. He married Sarah S. Surgens in 1849 and commenced work in Warren as an engraver in the manufacture of jewelry the following year.

As Brigadier-General of the Rhode Island Militia, Nathan Goff organized volunteers as the Bristol County Company at the outbreak of the Civil War. He served as Captain and this unit became known as Company G, Second Regiment Rhode Island Volunteers mustering out from Bristol in June 1861. The Company fought in the Battle of Bull Run and 20 subsequent engagements, including Antietam and Gettysburg. Returning to Warren in 1867, Colonel Goff served as Deputy Collector of Customs at the Port of Providence through the 1870s.

On April 6, 1956, descendant Sally Goff sold the property to Raymond and Frances Phillips, the first floor being used as a dental office at this time. Brothers John and Joseph Fernandes, long-time proprietors of Economy Used Furniture on Water Street, purchased the home and renovated it over a three year period. In 1990, Barbara D. Remor bought the old homestead, which today retains its original front entrance, narrow clapboarding, and simple wood trim.



REBECCA MAXWELL PHILLIPS HOUSE - 1804 24 State Street

This three story Federal style "mansion" was built by Squire James Maxwell for his daughter, Rebecca, traditionally said to have been a wedding present. The house is similar to some of the other "wedding present" residences which he had erected for his other daughters - notably the Eddy-Cutler House next door to the west, daughter Patty and husband Judge Samuel Randall's house at 31 Baker Street, and the Driscoll-Allen house at the northeast corner of Water and State streets.

The house utilizes the quintessential Federal-era form. Its formal façade is perfectly symmetrical with a central entrance. The low hip roof is typical of this style. When built, the Rebecca Maxwell Phillips House likely had eaves and upper roof railings. Wood quoins at the corners simulate masonry construction. The fenestration and ceiling heights are graded from the first to the third floor, and the principal formal rooms flank the central stairhall. The bay window is a later Victorian-era addition.

During the mid-20th century, owners Ovila and Nora Lanoue used the residence to accommodate the O. J. Lanoue Funeral Home. The exceptional tree in the yard to the east is a fern leaf beech tree brought from Japan by Commodore Joel Abbot in 1853. The house is today owned by Julia R. Payton.



STEVEN DAVOL HOUSE - 1805 41 State Street

Prefered Alger sold a lot on the north side of State Street to Steven Davol in July 1805. In October of the year following, Nathan Davol sold him an adjacent lot to the west together with a dwelling located partly thereon.

In December 1848, the wife of Steven Davol inherited the estate with the stipulation that upon her death, which occurred in 1863, the property was to be divided among their offspring. Two years following, John Davol purchased the property from the heirs. He expanded it by purchasing the adjacent parcel of land to the west in 1869 via Nathan Drown, trustee of the estate of Ruth M. Richmond.

In 1906, executors of the estate of John Davol sold the property to Herbert and Rebecca Seymour. The house was conveyed by Herbert Seymour to Rebecca C. and Celia D. Seymour in 1915. Roseland M. Gibbs purchased the property in 1939. George G. Bennett acquired the house from the Gibbs estate in November 1961, and in turn conveyed it to the present owners, son George J. and wife Joan E. Bennett eight years later.

The asymmetrical four bay Federal-era home with its superb pedimented entrance and prominent central chimney is one of Warren's best preserved examples of this period. The original hand riven narrow clapboarding affixed to the vertical planked walls which span the house's timber framing are noteworthy. The splayed wood lintels above the window openings are typical of Colonial and Federal period building and are derived from similarly shaped stone lintels used in English and Continental masonry construction. Later machine produced blinds were fabricated sometime during the period of mass production from 1850-1930.



EDDY-CUTLER HOUSE - circa 1806 30 State Street

In July 1806, Benjamin Eddy purchased from John Child, a lot at the southwest corner of State and Eddy streets. It is highly likely that he set about constructing his home soon after. Born in Warren in August 1772, he married Abigail Kelly in 1794 and began a career as a sea captain. By 1803, he sailed to the Windward Islands. Part and sole owner and master of several ships through his career, Captain Eddy and his family were merchants in Warren and in Trinidad de Cuba. Following Benjamin Eddy's death in December 1845, his wife Abigail continued to reside here until her death 20 years later.

In July 1871, the Eddy Homestead was transferred to Charles R. Cutler. Born in Ballston Spa, New York in 1822, he moved to Warren in 1839 after attending high school. Here he became a seaman and rapidly developed into a proficient sailor. By 1846, he was a ship master and in the years following made three successful whaling voyages to the Indian Ocean. In 1858, Charles Cutler began the manufacture of cotton cordage in mills he himself built known as the Cutler Cordage Mills.

Active in politics, Charles Cutler was elected to the Town Council in 1862, and served as president into the '80s. Other civic endeavors included his position as chief engineer in Warren's fire department for a dozen years and freemasonry in Washington Lodge No. 3 of Warren.

After Charles Cutler's death in March 1889, the estate remained in the Cutler family until the latter 1940s. Alexander B. Scott has owned and resided in the historic brick, center hall, three storied Federal era homestead since 1977. The front entrance porch and west veranda are Victorian enhancements. The Palladianinspired window above the principal entrance is original to the house.



CHARLES WHEATON JR. HOUSE - 1815 33 Liberty Street

Rehoboth native Charles Wheaton was born in 1761 and enlisted in the Revolutionary army. He married Abigail Miller, daughter of neighbor Nathan Miller In 1802, Charles Wheaton laid out Union Street - 30 feet wide, 384 feet in length - extending northwards from Liberty Street. He was one of the proprietors of the "great ropewalk" which ran along what is now Warren Avenue at the time he built his home in 1815.

Like his parents' residence across Liberty Street, this house utilizes a formal Federal era floor plan and roof monitor coupled with Greek Revival detailing. Within, the door and window casings are similar to those of the classic John R. Wheaton House.

The segmental arched bay or "conservatory" over the likely original Ionic columned front entrance portico is a later Victorian addition. Another probable, but to date unverified, original feature likely lost to the vagaries of winter storms would have been principal and monitor roof railings.

Today the home of Thomas and Elizabeth Benedetti, they removed the blue painted asbestos siding applied in the early 20th century to reveal the original clapboards, further enhancing what is perhaps the most historically and architecturally attractive intersection in all Warren.



THOMAS COLE FARMHOUSE - 1818 875 Main Street

The Thomas Cole Farmhouse is a four-bay cape style house typically Colonial in form, but in this instance two generations younger. Five wooden scraps hidden in a partition put up in 1886 to separate the front stairhall and second story north bedroom which were recently discovered by owners Joseph and Muriel Lopes have provided a wealth of information on the Thomas Cole Farmhouse. The following quoted texts are from this source.

"House built 1818" and "John Wilbur original builder 1818" - This is corroborated by the surviving Federal-era front parlour mantle with its finely reeded pilaster shafts and entablature blocks and the size of the basement framing members relative to their larger Colonial-era counterparts.

"His children repaired and enlarged (the kitchen) in 1886 / Plastered ceiling of sitting room / William J. Nichols rebuilt kitchen 1886."

The house was purchased by the Starretts at about the time of the First World War and passed to L. Elizabeth Starrett and Marguary Starrett Wilmarth in 1949. Valentine and Frances Cavanaugh and Joseph S. and Muriel Lopes obtained the property in 1973 - the Lopes becoming sole joint owners 13 years later.

In addition to the original architectural form, the heart of the old farmhouse - the central chimney and original staircase - survive intact. The entrance, beaded cased interior corner posts, wide upstairs floorboards and the aforementioned parlour mantle also remain from 1818.

The large curbside Japanese beech tree to the south of the house was brought back from Japan by Commodore Joel Abbot on his historic trip with Admiral Matthew F. Perry.



RUDOLPHUS JOHNSON HOUSE - before 1823 43 Miller Street

Known for its entranceway with a fan carved from a single piece of wood, the oldest part of the Rudolphus B. Johnson House is the rear kitchen. Utilizing a timber post-and-beam frame and horizontal sheathing, this rear section of the house retains its original wainscoting and chair rail and probably dates to the late 1700s. The foundation of this section of the house is older, less finished, and not of the same style as the main body of the house.

The main body of the house is dated 1823 when Theophilus Salisbury purchased the property from Sylvester Eddy for \$305. However, this is probably the date when the house was moved to this site and attached to the smaller predecessor.

Based on its Federal architectural form and details, the main body of the house was probably erected about 1810. Chair rails originally graced all of the front parlours. Inside shutters - each with three vertical panels - were featured. A simple balustrade with an applied diamond motif once adorned the roof. The reeded corner post boxing in the first floor southeast parlour is unusual and noteworthy.

In 1848 the house was purchased from John Luther by Rudolphus B. Johnson, a wealthy "shipping agent." During Johnson's quarter-century ownership, the westerly chimney and probably the kitchen fireplace were removed. He added the rear addition along Union Street. In 1878, the rear porch on the northwest corner was closed in and turned into a bathroom in which the original copper bathtub remains.

The home was restored by Robert P. and Ancelin V. Lynch in the 1970s.



BLISS-RUISDEN HOUSE - circa 1825 606 Main Street

The Bliss-Ruisden House takes its place as one of Warren's most noteworthy dwellings because of its fine and elaborate woodwork. Outstanding interior features include: the principal staircase with its fluted Doric columned newel post and three-balusters-to-the-tread gracious ascent; eared door and window surrounds consisting of multiple gouge-chiseled and run mouldings; wood wainscots with applied mouldings to form panels and pilasters visually carrying the window casings to the floor; ambitiously detailed multiple coursed cornices utilizing swag, rope, meander, and gouge-chiseled bands; elaborately detailed cased corner posts; and outstanding mantles with overmantles utilizing swags, gougework and meanders - all capped with a cornice surmounted with wood urns.

The front porch is the most elaborate surviving in Warren with its Doric columns and ramped roof railings. According to Henry J. Peck's 200th Anniversary of Warren, Rhode Island published in 1947, the house was moved from its original site 55 feet further south "some years ago."

The classically designed fence originally graced the Steere estate in Barrington until its relocation here during the first decade of the 20th century. The Colonial Revival addition at the north side of the house was designed by Warren architect William M. O'Rourke in the 1940s to accommodate office space for then-owner Dr. Ulysse Forget.

Majestic elms along the Main Street sidewalk survived into the 1970s until blighted by Dutch elm disease. A large stable to the rear of the property is now used as studio space. Photographer Angelo Marinosci and artist Marilyn Roberti are the current owners of this local landmark.



JOHN STOCKFORD HOUSE - 1834 24 Broad Street

Known as the "Old Newport House," likely because of the prevalence of the earlier gambrel roof form in that colonial-era seaport, the Stockford House when built employed the then old fashioned Revolutionary era five room house plan and gambrel roof form embellished with an up-to-date Greek Revival style entrance and corner pilasters. Exterior blinds, a feature common to many 19th and early 20th century New England homes, were an early and probably original appurtenance.

Within, the generously scaled marbleized wood mantles are near twins to those of the 1833 John R. Wheaton House at 90 Union Street, thus indicating a common designer and/or fabricator. The dormer windows are later additions. In 1846, an advertisement for the house's sale in the *Warren Gazette* placed by B. T. Cranston noted the construction date as 1834.

John Stockford served as the original commanding officer of the Warren Federal Blues and was one of the first vestrymen of neighboring St. Mark's Church. Restored by Toby and Virginia Fitch in the 1980s, the Stockford House is today owned by Robert and Crim Lech-Moore.



JOHN R. WHEATON HOUSE - 1833 90 Union Street

The outstandingly detailed classic home built on the estate of Charles Wheaton for his son, John R. Wheaton, is similar to several other Warren homes via its utilization of a typical earlier Federal period floor plan and monitor roof form in combination with stylistic motifs of the new Greek Revival style. A hallmark of Russell Warren's work - the architect of St. Mark's Church built in 1829, the Warren Ladies Seminary of 1834 and the Baptist Church a decade later, is often credited with the design of the Wheaton Residence.

John R. Wheaton became a prosperous merchant, soliciting subscriptions for the construction of 'No. 1 Mill' of the Warren Manufacturing Company in 1847. He served as the manufactory's president until his death in 1855 at age 62.

In 1922, John Jannitto purchased the home. Later, William M. O'Rourke, architect of Warren's St. Thomas the Apostle Church in 1953 and St. Mary of the Bay Church in 1969, housed his architectural office in the first floor west parlours until his retirement in 1982.

The fine interior remains essentially as built. Notable features include a period staircase with elegant scalloped stringer brackets, classic marbleized wood mantles, panelled window shutters and plaster cornices. The porch, with its original fluted wood Ionic columns, the multiple roof railings, and the exterior blinds were restored by Peter and Ethel Jannitto in 1981.



OLD CLASSICAL INSTITUTE - between 1839 - 1843 28 Broad Street

The lot at the southeast corner of Broad and Lyndon Streets was purchased by Betsey and Polly Bowen from their father, Nathan Bowen in 1822. Included with their purchase was what likely was a ramshackle "dwelling house" judging by the princely recorded purchase price of \$50 and the fact that by June 17, 1839 - the date of resale to Nathan Perry for \$285 - no mention of a dwelling occupying the lot is made. On April 27, 1843, Susan Perry, the widow of Nathan Perry, purchased this property as highest bidder at auction for \$935. The over threefold increase in value in a scant four years strongly indicates a substantial improvement to the property. Combined with the architectural style and detailing of the building, this house was likely constructed during this time period.

Architecturally, the Perry Residence utilizes the locally popular massing of a Federal styled rectangular hip-roofed block surmounted by a like roofed monitor in combination with more up-to-date period detailing. The original flush-boarded facade alludes to the smooth masonry walls of the Greek temples and Italianate villas looked to for design inspiration in the 1830s and '40s. In 1845, St. Mark's Church established a parochial school here - the home becoming known as "The Classical Institute."

The former Institute has served as a multiple family dwelling for many years and has had at least a dozen different owners over the past century and a half. Present owner Thomas E. Wright Ltd, purchased this property in January 1990.



SAMUEL MAXWELL HOUSE - circa 1840 53 Lyndon Street

Samuel Maxwell built this house for his new bride in about 1840. The bevel edged exterior boarding used at all elevations of their home is unusual in Warren and was done to simulate the flush masonry wall surface of then popular Greek and Roman architecture. A carpenter by trade, Samuel Maxwell lavished his skill on his new home, as evidenced by the gently sloping and moulded door and window heads within.

Oral history relates that at about the turn of the 20th century, two fisherman purchased the cottage and lived here together with their sister. A ladder and roof hatch were said to have been used by the sister to see if her brothers' ship was coming to port. It is said that the house was painted yellow with white trim. Turn of the century landscaping included a red rambler rose near the front steps, a "golden glow" to the left of the steps near the entrance into the yard and an apple and a pear tree. A white fence included a gate leading to Lyndon Street.

Inherited by Miriam Gladding of Rome, New York, the house served as rental property during the mid-20th century. R.I.S.D. faculty member and artist Todd S. Moore and landscape architect Martha Shinn Moore, purchased the property in 1981.

It is noteworthy that in over a century-and-a-half, no additions have been made to this modest cottage. Improvements executed by the Moores included a new kitchen and service entrance, restoration of the previously concealed first floor fireplace, and a new upstairs bathroom. A new studio was built in 1987 and a private garden enclosed by a painted board fence was added.

Shown as the "last" house in Warren on maps before the Town's southerly boundary line with Bristol was moved one mile south in 1873, the Samuel Maxwell House is today the home of Thierry Gentis and William Walsh.



COLE - GREENE HOUSE - circa 1840 825 Main Street

One of several adjacent Cole family properties in the northern part of Bristol by the time of the boundary change of 1873, this Greek Revival house became part of the Van Sickle-Greene-Wightman estate in 1909 and served as rental property for most of the 20th century. Warren High School superintendent Leroy G. Staples at one time resided in this well-noticed residence at the corner of Main and Bridge streets. It is interesting to compare the evolution of the historic cape house form by comparison to the nearly century earlier, smaller and simpler pre-Revolutionary Brown-Pierce house at 299 Main Street.

The house was "always painted white with green blinds" until purchased by James McCarthy in 1982. At that time an extensive makeshift porch roof erected to the front of the kitchen ell was removed bringing much daylight into the house. The exterior paint color was also changed to the present medium gray with white trim the blinds being omitted. Wife Muriel Y. McCarthy became joint owner in 1986. A large reproduction barn has recently been erected to the rear of the house.

The two wood street signs at the northeast corner of the house are repainted originals from about the turn of the 20th century - they along with survivors from the Rudolphus Johnson house served as the examples from which those attached to the Capt. Haile Collins House at the corner of Water and Baker streets were replicated.



DROWN HOUSE - circa 1840 110 Water Street

This Greek Revival residence may have been erected for B. Drown. Standing by 1851, the house remained in the Drown family from the middle of the 19th century up until 1918. Louis F. Drown, a house carpenter, and James B. Drown, a local agent for Earle and Prew's Express, lived here in the 1880s.

Located just south of the Mechanics Fire Company on Water Street, the Drown house typifies the classically inspired Greek Revival style via its temple form. In this well-preserved dwelling, the pediment is suggested by the use of the strong horizontal eave returns atop the corner pilasters - here stylized to represent classical columns. The six-pane glass layout of both the upper and lower sash are likely original and were in common use when the house was built. The absolute balance of all of the façade windows, however, is unusual. The uniformly spaced narrow clapboards are also indicative of this and successive architectural eras, as opposed to the narrower graded clapboards of the Colonial-era typified by both street elevations of the Capt. Haile Collins House at 242 Water Street. The moderately recessed front entrance with its well-proportioned pilasters, entablature, and sidelights is also noteworthy. Operable exterior blinds were likely original to the house. The extension along the south side of the house is an addition.

Successive owners since 1918 have included Louis and Josephine Buff, John C. Smith, Morphis A. Jamiel and Rocco and Assunta Primiano. Ernest and Fern Mayo owned the property from 1957 until 1965, at which time present owners Robert and Mary A. Gordon purchased it.



JAMES BARTON HOUSE - between 1841 - 1851 37 Liberty Street

One of four seafaring brothers, James Barton purchased the lot at the northwest corner of Liberty and Union streets from Sally Frink in 1841. As master of the *Franklin*, James Barton embarked on a two-and-a-half year long whaling voyage to the Indian Ocean and undertook three subsequent trips to the Pacific. Upon retiring from the sea in 1867, Captain Barton established the *Warren Gazette*, serving as both owner and publisher. Upon the Captain's death in 1877 at age 68, his wife Mary continued to reside here. In 1896, daughter Nora B. Easterbrooks inherited the homestead.

A modest story-and-a-half Greek Revival cottage, the Barton Residence shows a touch of the romantic Gothic Revival period in its exterior window sill brackets and window head labels. An architecturally complimentary stable fronts onto Union Street.

This sea captain's residence is now the family home of talented author and illustrator David, wife Ruth, and newborn Julia Hope Macaulay. From the backyard, the author's picturesque Water Street studio can be reached.



JOHN HOAR HOUSE - 1841 50 Washington Street

This diminutive single story Greek Revival temple stands as a sole example of its form in Warren. Four stout Greek Doric columns support the projecting attic story to create a portico across the home's façade. Emulating a classical temple, the eaves cornice at the flank elevations is continuous with the entablature "supported" by the columns at the front to form a tympanum within the gable above. Flush boarding at the walls is utilized to emulate cut stonework and corner pilasters are scaled in response to the columns.

Painted white with black sash, door, and blinds for many years, other light colors were also commonly used during the mid-19th century to allude to stonework - including light grays, tans, and pale yellows. The dormers and balustrade are later additions.

In the 19th century, the residence was owned by John R. Hoar and later by C. J. Harris. Today the residence of Gertrude E. Dionne, she and husband Laurent were active in the Massasoit Historical Association for many years. Over time they collected many old Warren photographs which today are known as the Dionne Collection.

A master mechanic and antique car enthusiast, Laurent Dionne owned A. A. Motors at 183 Water Street. After restoring a 1911 Ford Torpedo Roadster in the early 1950s, the Dionnes for many years had the honor of chauffeuring Bristol's Grand Marshal in that town's Fourth of July parade.



JOHN BICKNER HOUSE - 1842 28 Lyndon Street

Originally part of the Lyndon Plat of 1755, the heirs of Nicholas Campbell sold this house lot situated at the northeast corner of Lyndon and Broad streets to John J. Bickner for \$200 in 1842. Construction by the following year had increased the value of this property to \$700. By 1851, H. F. Walling's map of *Warren Village* shows this property in addition to the building next north facing the head of School Street owned by J. J. Bickner, a cooper by trade. Warren vessels, including the sloops *James Bennett* and *Perine* returned from Albany, New York, in July 1849 and June 1852 respectively with staves for John Bickner.

Unusual in Warren is the front porch design with its foliar and astrological Civil War era cut-out posts. A Victorian cast iron fence wrapped around both street front property lines until recently removed due to successive damage incurred over time. The long first floor windows are often a feature of formal Greek Revival façades.

Successive owners have included Ann and Marcia A. Husband, Charles and Nancy Millard, Adelaide M. Wheaton and members of the Beauparlant family from 1922 through 1994, at which time the home was purchased by present owners Brian and Donna Leger.



NATHAN KENT HOUSE - circa 1843 11 Wheaton Street

The Federal era form in combination with later stylistic detailing of the Nathan Kent House is unusually popular in Warren and represents a fine example of the Town's architectural heritage. Nathan Kent erected this residence following his purchase of the lot for \$350 from Ezra O. Child, executor of Betsey Child's will, in April 1843.

Utilizing the earlier architectural massing of a principal two story rectangular structure capped by a hipped roof and monitor, this fine residence has a fashionable Greek Revival entrance with sidelights and Greek Revival corner pilasters.

Samuel C. Brown purchased this "dwelling house and other buildings" from Nathan Kent for \$2,100 in April 1865. The bay windows, Victorian in style, may have been added at this time. In August 1903, Edward R. Cutler, serving as administrator of the estate of Maria R. Brown, transferred the property for \$1,435.75 to Mary E. Blount, the wife of Edward B. Blount.

A generously deep, single story screened porch embellished by latticework and a roof balustrade was added across the front of the house in 1923. During the 1930s, an upper story was added to the porch and the central window was superseded by a glazed door. This aesthetically displeasing addition concealed the bracketed facade and, due to poor design, gradually began to deteriorate.

Present owner Julie E. Blount purchased the residence in August 1993 and removed the two-level porch the following year. To her pleasant surprise, the original entrance entablature and bay window trim remained intact within the space above the ceiling of the porch.



WILLIAM COLE HOMESTEAD - circa 1845 97 Child Street

Housewright William Cole built this pedimented Greek Revival cottage during the 1840s. Well maintained through the years, it is noteworthy for the use of tapering corner pilasters and window casings which give an illusion of greater height and grandeur. The master builder also erected the large Italianate house for his brother George Cole on an adjoining lot at 18 Cole Street, as well as the Methodist Church Parsonage at 58 Church Street and numerous other structures throughout Warren. The extensive mid-Victorian additions to Dr. Joseph Merchant's House at 421 Main Street are also likely his work.

This was the long time home of Cole descendant and past Massasoit Historical Association president Marjorie White who advocated the purchase of the Maxwell Homestead by the Association which occurred in 1975. Recently repainted, the Cole Homestead is today owned by Raymond R. and Carolyn L. Neal.



LEWIS HOAR HOUSE - circa 1845 4 Lyndon Street

While a part of this residence may date from as early as 1785, housewright Lewis T. Hoar likely built the principal portion of this home for himself during the 1830s or '40s, based on other similar Warren homes. A near-twin to the Drown House at the southwest corner of Main and Liberty streets, the footprint of the Lewis Hoar house is indicated on the 1851 *Map of Bristol County, Rhode Island* by Henry F. Walling, Civil Engineer. The house utilizes the Federal-era hip-roofed form with monitor embellished with Greek Revival and early Victorian detailing the latter notable in the front entrance, porch and bay window. During the 1850s, a barn on the property served as the "Luther Cole and Company Paint Shop."

In 1874, a transfer by will devised the property to Francis B. Freeborn - connected to the Hoar family by marriage. Daughter Lizzie J. Freeborn lived in the house until her death at age 91 in 1946. Edmund D. and Elizabeth G. Cappuccilli purchased the residence in 1950.

Restoration work in 1976 rebuilt the south ell chimney, returned exterior blinds to all of the window openings, rebuilt the fence and repainted the house in a three-color scheme. A mansard-roofed stable converted to automobile use fronts onto Lyndon Street.



FRANCIS MARBLE HOUSE - circa 1845 40 Washington Street

Blacksmith Francis Marble erected this house in about 1845 in the Greek Revival style with early Victorian detailing as typified by the simple masonry-form cornice brackets and the window enframements. The blacksmith's home is a neartwin to the residence built for Captain G. T. Gardner at 19 Washington Street. Later alterations may have moved the principal entrance of the house from the façade to the side via the porch. Set high upon its foundation, the house when built included servants' quarters in the basement level. The residence was owned by St. Mark's Church for over 50 years during the last third of the 19th and early 20th century, serving as the Parsonage.

Francis Marble's shop, "Vulcan's Forge," was located in the massive stone building which he had erected at 405 Water Street at the foot of Wheaton Street. A likeness of Vulcan, the Roman god of fire who made the armor of the gods and had his workshops in volcanic mountains, was affixed to the front of his business and was a well-known icon along Water Street. A second floor meeting room used for social events in the 19th century was known as "Marble's Hall."

In 1922, Carrie E. Viall purchased the Marble house. Beginning in 1940, the Gagnon family has owned this well maintained two family residence. Today, the house is owned by Judith A. Davidson and Andrew P. Gagnon.



JUDGE BOSWORTH HOUSE - 1849 21 Federal Street

Born in Warren on January 28, 1812, Alfred Bosworth graduated from Brown University in the Class of 1835 and studied law in Town under Hon. Levi Haile, attaining the bar in three years' time. From 1839 through the next 15 years, Alfred Bosworth was elected annually to represent Warren in the General Assembly, and upon the death of Judge Haile, was elected to fill his place on the bench of the State Supreme Court. His first wife, Harriet Newell, lived only about a year after their marriage. He married a second time to Anne Collins and had three children - Daniel, Alfred and Harriet.

In 1849, Alfred Bosworth commissioned an imposing residence in the up to date Greek Revival style. Likely the architect was Russell Warren. The attic story window above the Ionic colonnade is Carpenter Gothic in style. Exterior blinds would have been an original feature of this grand and well preserved home.

Judge Alfred Bosworth was to live only 50 years. Owned by Bosworth heirs through 1895, the house was then conveyed to Nathaniel S. and Julia A. Maxfield. Julia became the proprietor of "Maxfields' Ice Cream Parlor." At one time, as many as 50 employees were needed to accommodate each evening's multitude of patrons that would travel from near and far to enjoy the establishment's offerings. H. P. Lovecraft, Providence's famed author of macabre tales, visited the parlor and is said to have sampled all of the flavors.

During the mid-20th century, the house served as a nursing home. In 1988, banker John S. and Patricia Treat purchased and restored the residence, removing brick patterned asphalt siding that had been added to the house's exterior at about the time of the Great Depression in the 1930s.



COLE - CADY HOUSE - 1850 81 Union Street

This residence was erected at the mid point of the 19th century by Thomas Cole in the Greek Revival style of the day. Embellished with a Gothic Revival entranceway and hood, modest Gothic Revival touches in the exterior window trim are similar to the window treatment of the James Barton House across Liberty Street. Operable exterior entrance and window blinds were a feature, along with 12-paned wooden storm windows, until the early 1970s.

Thomas Cole's daughter Annie became a respected author of children's stories. She married Henry Newell Cady in 1872. They co-authored several works - among these a massive work, *The American Continent before Columbus*.

A native Warrenite, Henry Cady was schooled under his father Isaac Foote Cady in the Town's system and graduated from Brown University. Trained as a photoengraver, he is best known as a renowned maritime artist, illustrator, photographer and local historian. His illustrations graced many magazines of the day, as well as both his and Annie's endeavors. He at one time served as organist at the Methodist, Baptist and at St. Mark's churches. A lover of good music, he composed a number of pieces. It was Henry Cady who ascended the Methodist Church steeple on an overcast Monday in 1888, November 5th, to take a series of well-known panoramic views of the Town. Henry Newell Cady died at his home in 1935 at the age of 86.

Lydia Rogers, a dedicated school teacher, lived here during the early to mid- $20^{\rm th}$ century.

This fine house remains essentially as originally built and is today the home of Marian Clark. She has added a wonderful garden alongside her home.



PATIENCE BRAYTON HOUSE - before 1851 44 Church Street

One in a row of typical two-and-a-half story, end-to-the-street Greek Revival houses along the south side of Church Street, Patience Brayton owned this home in the 1850s. Architectural features include the recessed front entrance embellished by pilasters visually supporting a flat lintel and the wall above, and the larger corner pilasters of the house itself - these in turn visually supporting the gable roof. The front gable is notable for the carved fan pediment above its attic story double window.

In 1880, Samuel S. Child was forced to put the Patience Brayton House up for public auction, at which time distinguished Warrenite Colonel Benjamin Martin purchased it with his low bid of only \$52. As noted in *Representative Men and Old Families of New England*, Colonel Benjamin Martin was first a machinist, then seaman and eventually enlisted in the Navy. Returning home to Warren in 1866, he was appointed postmaster in February 1877, serving in that post for many years. Also a director of the First National Bank of Warren, Benjamin Martin was vice president of the George Hail Free Library Association for 27 years.

Alice L. LaChance today owns this Greek Revival home.



SAMUEL MASON III FARMHOUSE between 1851 - 1855 84 Touisset Road

The center of a working farm today, the Samuel Mason farmhouse is a two story Second Empire style house that was built shortly after the 1851 subdivision of the 141 acre farm of Samuel Mason, Esq. A balanced façade centers on an elaborate entrance with a double front door and flanking bay windows; handsome brackets trim the door and bay windows, and smaller brackets enhance the cornice of the mansard roof.

This nearly 50 acre farm is a small part of the north section of the historic Mason Farm which encompassed all of Touisset Point and was developed as part of the settlement of "Swansey," Massachusetts in the early 1700s. In 1747 when this land became part of the new town of Warren, Rhode Island, it belonged to James Mason, a grandson of Sampson Mason who died in 1676.

The earliest Warren land records reveal that in 1753 James split "all my lands and buildings" on his then 400 acre Touisset farm equally between his sons James (born 1720) and John (born 1723, died 1805).

By 1851, John Mason's farm, now reduced to 141 acres, was again subdivided in grandson Samuel Mason II's will which gave property to four sons. "Lot 6" containing about 50 acres was received by Samuel III. He built the house at 84 Touisset Road which today is the center of the farm. In February 1935, Jose and Mary Souza Cambolito (naturalized to Sousa) purchased the farm. Currently the Sousa heirs, including six members of the Sousa, Sardinha and Cirillo families, continue to work this historically significant property - a remnant of Warren's vanishing agricultural legacy.



DOW-STARR HOUSE - circa 1855 366 Main Street

Erected upon the site of the then old fashioned Richmond House, which was moved around the corner to 15 Wood Street, this fine mid-19th century Gothic Revival residence represents the typical form of this genre as presented in "Design No. 2" of Alexander Jackson Downing's *Cottage Residences*, first published in 1842.

A quintessential Gothic "cottage," the façade of the Dow-Starr House was graced by a three-sectioned Gothic Revival porch as illustrated in Downing's book. An old photograph showing the original porch of the Dow-Starr House can be seen in *Images of America - Warren* by Ruth Marris Macaulay and John Chaney, published in 1997. Downing stated "As the spirit of Gothic architecture lies in vertical lines, a long unbroken horizontal line of veranda would destroy or mar the architectural character of the cottage. We have, therefore, made the veranda two or three feet shorter at each end than at the front...." Both sources also illustrate symmetrical twin interior chimneys each capped by four clustered clay chimney pots and a Gothic bay window at the adjacent flank elevation.

The romantic, picturesque and most often asymmetrical assemblages of the Italianate and Gothic Revival styles were a reaction to the strict formalism of the prior Greek Revival era. Typically, and as called for by Alexander Jackson Downing, the grounds would most likely have originally been attractively landscaped in a naturalistic, as opposed to a formal manner.

In 1921, Father Caron purchased and remodeled the Dow-Starr House to serve as a convent for St. Jean Baptiste Church. The house now serves multiple residential use.



FIRST METHODIST CHURCH PARSONAGE - 1858

27 Church Street

The First Methodist Church Parsonage was built in 1858 by Warren housewright William Cole for the Trustees of the First Methodist Church 14 years after the construction of the magnificent church edifice next door. The specifications stipulated that the new structure was to be the "highest style" and built of the "finest material" utilizing the "best workmanship." French crown glass was specified to be used in the sash. A basement laundry and outdoor privy were included.

Architecturally, the Parsonage is designed in the style of an asymmetrical Italianate villa. Exemplified by the use of projecting and recessed massing, the Parsonage represents one of the earliest Victorian revival styles when picturesque dwellings designed to harmonize with their surroundings became popular. This occurred as a reaction to the classical Greek Revival with its ideal of a light-colored temple standing out upon the landscape. Other features typical of the Italianate style are wide roof overhangs which derive from their Italian design source as sun shades and sheltering porches as opposed to the formal shallow porticos of the Greek Revival.

The eave modillions, which are fabricated from multiple layers of wood to give the appearance of carved stone brackets, are similar to those of the 1860s additions to the Baker-Merchant-DeWolf House at 421 Main Street. The bracketed window sills and hoods are also hallmarks of this style.



WILLIAM MASON HOUSE - circa 1860 24 Maple Road

The design of this picturesque Second Empire style house is distinguished by the use of a curving mansard roof, which is also repeated in the carriage house. The porches have sawn railings punctuated with square posts and arching brackets. Narrow repeating French doors access the front porch. Arched dormers trimmed with dentils embellish the roof on all sides.

Deeds reveal that the land was part of the Samuel Mason farm, developed in the early 1700s in Swansea, Massachusetts. By 1717 Samuel had given half of his house and farm buildings to son James, who in 1713 married Rose Hail (born 1692, died 1748), a daughter of Richard Hail who owned the Bowen-Hail farm on Market Street. In 1735, Samuel at age 79 gave the second half of his farmstead to James.

In 1851, this farm was further subdivided after grandson Samuel Mason's death. "Lot 2" was devised to William Mason, Ann F. Mason and Caroline C. Mason. William Mason erected the house about 1860. After his death, his widow received permission from the state Supreme Court to auction the estate. Jerome Barrus bought the acreage with improvements for \$600, selling it two weeks later to William H. Barker of Warren. William Gabbott of Fall River held the mortgage and acquired full title to the property in 1895 after William Barker's death. In 1926, the Gabbott heirs sold the house to Frank A. Page of Providence.

By 1956, the house was set off on a 5.2 acre lot and sold to artist Alfred E. and Marion Hammer of Barrington. Present owners George R. and Linda Richardson acquired the house in 1985; they have carefully documented and replicated the interior Victorian stenciling.



GEORGE COLE HOUSE - after 1862 18 Cole Street

Set upon a high foundation on a large lot at the corner of Cole and Joyce streets, the imposing Civil War era George Cole House was built by housewright and neighbor William Cole for his brother George, proprietor of the famed pre-Revolutionary era Cole's Hotel located a short distance up Joyce Street at the corner of Main Street.

This large-scaled Italianate villa exhibits many of the features of the style including a low pitched roof with overhanging eaves and a bracketed cornice. The front entrance porch and proportionally narrow windows are also hallmarks of the Italianate style. The Smith-Winslow House located at 624 Main Street is also representative of this style.

In between caring for their twins, Arden and Owen, Spencer Morris and Allison Newsome are gradually restoring their home.



DR. GILBERT CLARKE HOUSE between 1862 - 1870 44 State Street

This Civil War era Victorian house is impressive due to its simple Greek Revival form coupled with its strong bracketed mid-century cornice and entrance hood.

Remaining essentially as originally built, the balanced fenestration is accomplished by the use of blind or false windows on the long flank elevation, as the lower left opening would have been encumbered by the interior staircase. As an original detail used throughout the Greek Revival and Victorian periods, false windows with permanently closed blinds concealing the clapboarding of the wall beyond gave the illusion of a real window. The simulation of a real window appeared quite convincing, as shutters were historically used and often left in varying open and closed positions as can be seen in some of the old Warren views in this book. At real window openings, blinds were used for weather protection, privacy and during periods of mourning.

The home of Clara J. Monroe through the 1910s and '20s, Alveriu and Ada Gladding owned the Dr. Gilbert Clarke House in the 1930s. Alfred U. and Grace Dallaire became owners of the house in September 1944. The residence is today owned by Laurent D. and Denis A. Dallaire.



BURT HOUSE - circa 1865 7 - 9 - 11 Miller Street

This is another of Warren's transitional Greek Revival into Early Victorian homes - the former typified by its simple form, front gable and facade fenestration, and the latter by the bracketed rakes and eaves, window cornices and prominent entrance hood.

Milk inspector and owner Mary C. Crowell lived on the second floor through the middle years of this century into the 1970s, while her friend, teacher Irene Lamonde, resided downstairs. Later, teacher John Chaney lived upstairs.

Many years ago when the Town decided to readdress her home from number 7 to number 11, Mary Crowell refused to purchase the new numerals required, stating that if it was the Town's desire to change her address, then they should supply her with the new numerals. This impasse continued for decades until the late 1970s, when an investigation as to why mail delivery had suddenly ceased brought to light that the post office would no longer deliver mail addressed as 7 to number 11. Wishing to receive his mail, John Chaney went to Mercier's to purchase and affix the new pair of ones to the house. However, Mary Crowell still would not allow the removal of her old number seven. Recently, a third tenancy has added a nine to the mix, so that now, in a round about fashion, each floor has its own address!

Note the round-headed windows and arched blinds in the side extension and the vintage auto in the driveway. Albert C. Bilodeau owns both the Burt House and the Warren Antique Center with its Center Cafe - the old Lyric Theater - next door.



CHARLES MUNROE HOUSE between 1862 - 1871 119 Child Street

The vacant land at the southwest corner of Child and Cutler streets, at the head of short Adams Street, came into the ownership of Charles Munroe in 1859. A house carpenter, he erected a simple mid-century Greek Revival style residence sometime between 1862 and 1871, and proceeded to enlarge and embellish it via the side extensions sometime after 1877. The front entrance porch, façade bay window, and the side porch are also probably additions made to a simpler original house form.

The property remained in the Munroe family until 1927, at which time it passed to Maryanna Kianczyk. Nineteen years later, John L. and Genevieve K. Tattrie - became the owners for the next 35 years until 1981. Dr. Donald A. Baxter next became the owner of the Charles Munro house for a two year duration - until 1983, at which time Daniel and Ellen M. Almeida purchased the house.

The house has recently received a new coat of red paint. The trim work is white.



HATCH FARMSTEAD - circa 1870 901 Main Street

Built on the site of an 18th century house, this farmstead was owned by George and Martha Hatch in the 1870s. This mid-Victorian residence boasts a fine wrap-around bracketed porch, bracketed eaves and a south-facing dining room bay window. A large barn to the rear was built when much of the property was farmed. Milkman Nicholas C. Hatch also lived at the farm. Following the death of George Hatch in 1885 and his wife two years later, the farmstead was subdivided in 1893.

Relocating from Connecticut, contractor Albert Moss learned that the Hatch Farmstead was to be sold to settle an estate. The successful bidder, he and wife Mildred purchased the house in April 1946 with about an acre of land. Over the next two years, the home's interior was extensively remodeled and the exterior was restored. The original front and rear parlors were combined to create a contemporary living room with a new fireplace and chimney, the adjacent dining room was restored and the kitchen was remodeled. By 1948, strawberries, watermelons and muskmelons were grown here, as well as corn, peppers and tomatoes. Once the property's overgrowth was cleared, the old apple and pear trees flourished.

Subsequent owners have included Edith Nichols in the 1960s and later Michael and Susan H. Snitzer. Christopher and Melanie F. Janssen are the current owners of the old farmstead.



MILL WORKERS' HOUSE - circa 1872 3 - 5 - 7 - 9 Davis Street

On July 5, 1872, an article appeared about "the new factory," this being the Warren Manufacturing Company, stating that eight "tenement houses" had already been erected for "mill operations." Ten others were to be built in a short time. This edifice, along with a similar companion immediately to the west, is shown on Bailey and Hazen's 1877 *View of Warren*. At that time Davis Street was a "private" way extending east from the new mill to join Water Street. Bowen Street to the south did not yet turn to join Davis Street.

The modest dwellings erected during the 1870s and '80s along Davis, Bowen, Park, Westminster and Main streets, among others, architecturally characterize Warren's North End. The eight unit clapboarded dwelling at 3 - 5 - 7 - 9 Davis Street is likely one of the first of these erected based on its straightforward functional appearance and its proximity to the mill. The 12 bay facade represents the old Colonial era half-house form - repeated four times.

In 1934, The Warren Manufacturing Company sold the property to Milton M. Bornes. Five years later it was sold to Franscesco A. Vitullo Jr. Remaining in the Vitullo family until 1980, the current owner, Joseph Brito via the Metacom Realty Company purchased the early mill housing. The sun-lit south-facing dwelling was subsequently restored via the guidance of the Rhode Island Historical Preservation Commission.



GEORGE HATCH HOUSE between 1871 - 1884 962 Main Street

This near-symmetrical five bay mid-Victorian residence at the northeast corner of Main and Seymour streets was owned by farmer George C. Hatch in 1884. Unusual in Warren because of its narrow-proportioned windows typical of the Italianate style - its formal façade and lack of assymmetrical offsets coupled with its gable roof form contrast with the more picturesque asymmetrical Italianate style exemplified in Warren by the Methodist Church Parsonage at 27 Church Street.

The Hatch House is representative of conservative post Civil War building in that it retains the old central hall floor plan flanked by principal rooms, and lacks the high style Renaissance Revival detailing of the era.

The front porch strapwork represents a detail very common in Warren and, like the sawn bracketed 1880s and '90s porches in Bristol, are likely a hallmark of a talented local carpenter. The cut-out balustrade matches that of the Seymour house next door on the southeast street corner. Although the uniform porch bays are offset from the house's window bays, the front porch may be original as the front entrance is devoid of a cap moulding. The entrance door casing has modest neo-Grec incising to simulate carved stone piers and a lintel above.

In 1904, William and Bridget Tulley purchased the property. Mary Tulley Wynne became owner in 1933. Warren teacher John Conway built the formal Colonial Revival cottage to the north in the late 1930s, and over time, trees between the two attractive properties grew to maturity. These were unfortunately cut down in 1997 for a new street to access development to the rear of the Conway house.

Ownership of the George Hatch house by Joseph J. and Mary D. Sansone commenced in 1951. In 1978, Teresa S. Brodd became joint owner. She has been the sole owner of this fine home since 1994.



JOHN EMERY HOUSE - 1876 350 Water Street

This is another of Warren's unusual houses which give the Town's historic area its unique character. John Emery purchased the former pair of dwellings which occupied this site - the old estate of John and Mary Allen - at auction from the Warren Institution for Savings in 1876.

Erected for John A. Emery in that centennial year, this painted brick residence exhibits segmental-arched window openings, corbelled brick rakes and a straightforward Stick Style wrap-around porch. The easterly ell is a very early addition - Victorian in character.

Owned by Susan C. Modlewski and Anthony J. Ferri beginning in 1956, Susan became sole owner from 1962 to 1989. William and Kathleen Pannoni have owned the Emery House since 1990.



SWIFT-COYNE HOUSE - 1877 42 King Street

This mid-Victorian residence set back on a double lot at the northeast corner of King Street and Sowamset Avenue lies in one of Warren's most attractive residential neighborhoods. This house is a fine example of a modest cottage erected by an owner of average means. The mini estate is striking in its well maintained completeness - its front porch, original dormer and bay window, stable, modest landscaping as was typical of the period and the contemporary picket fence all contribute to the whole.

On May 12, 1877, James and Alice Swift signed a contract with contractor Timothy Sheehan to erect this dwelling, complete with privy and cistern. The residence was conveyed to James F. Barry and wife in November 1896. Helen S. Coyne became a quarter owner of the house in 1930 and full owner in 1942.

Bristol general contractor Raymond and wife Mary Carreiro purchased the house from the estate of Helen Coyne in 1981 following a fire which took her life. As the interior of the home was seriously damaged, it was the contractor's intent to remodel the house into a two family structure. A single story, eight-foot-deep extension was added to the rear at that time. However, before the alterations were completed, present owners Timothy L. and Cheryl A. Fitzgerald convinced the Carreiros to sell the century-old house to them - the transaction taking place on June 29, 1983.

Improvements made by the Fitzgeralds include: a 12 foot wide addition set back along the north side of the house to serve as an office and breakfast area, restoration of the period front porch, interior restoration of the original woodwork including the badly scorched stairway handrail and exterior repainting in a crisp yellow with white trim color scheme. The stable was also restored.



KIRBY HOUSE - 1893 249 Water Street

Alice Kirby erected this two family residence and extended ownership rights to her daughter, Margaret Kirby in August 1893. Successive owners included Szymon and Anna Domagala beginning in 1920 and Charles Marks from 1942 until 1965 at which time Elizabeth Marks became a part owner. Richard O'Brien purchased the house four years later. Today he and wife Janet reside here.

Architectural features of the Kirby House include the front entrance with its original double doors and transom sheltered by a cantilevered roof supported by two large Victorian brackets. The prominent two storied bay window is enhanced by a splayed cut shingle apron which has recently been replicated by the O'Briens. The paired gable window is also original.

During the 1870s and '80s, a two story commercial structure stood on this site its principal feature being a paneled-and-stepped false front which encompassed the front gable. Once one of at least three Warren buildings with this feature in common all within a block on the west side of the street - the structure at 277 Water Street facing the end of State Street is today the lone survivor.



CHARLES GREENE HOUSE - circa 1894 833 Main Street

Charles Whipple Greene served as clerk for the Warren Institution for Savings in the 1880s and eventually worked in the field of insurance. He was also active in many Warren civic organizations, including the Warren Artillery.

This Late Victorian residence is believed to have been originally constructed for Charles W. Greene. A family portrait of the Greene family posed on the side porch can be seen in *Images of America - Warren* by Ruth Marris Macaulay and John Chaney, published in 1997. The house passed to wife Mary G. Greene in 1935 and, in 1939, Charlotte M. Greene became part owner. Living here for over 40 years, Charlotte Greene served as Town Treasurer and continued her parents' insurance business.

The Greenes also owned other property in the area, including the Greek Revival cottage next door to the north at 825 Main Street and the Van Sickle house at 16 Bridge Street. "Greene's Landing" was a beachfront community of small seasonal cottages developed around the turn of the 20th century.

The Charles Greene house was purchased by David A. and Mary C. Craveiro in 1982. Present owners Ovide J. and Audrey M. Dallaire have resided here since 1986. This otherwise architecturally straightforward residence is well-noticed because of its trademark octagonal veranda with its stone foundation, turned Doric columns and balustrade.



VAN SICKLE HOUSE - circa 1900 16 Bridge Street

This Queen Anne summer residence with Colonial Revival influences, most notably in the detailing of the street side porch and Palladian window, was erected at about the turn of the 20th century. Other features include the half-octagonal bay at the east elevation and the use of diamond paned sash in the entrance sidelights and bay. In an old view of the Van Sickle House in *Images of America - Warren* by Ruth Marris Macaulay and John Chaney published in 1997, striped awnings and lush summer vegetation are featured. Also pictured is the original balustrade atop the porch roof which has been recently removed due to its deteriorated condition.

Remaining in the Emma Van Sickle-Charlotte M. Greene-Alice G. Wightman estate, the house was rented for many years, hence the relatively few changes through its approximately 100 year history. Charlotte Greene, daughter of the well-known oysterman, George Greene, once owned considerable property in this locale, including the block on which this house was built.

On the penultimate day of 1981, present owners William and Lynne A. Kemp purchased the Van Sickle House.



THE FLAGGERY - after 1902 1071 Main Street

Edwin A. Cady was born in Warren on August 13, 1867, the son of James J. and Experience Smith Cady. In 1889, he became clerk in the Warren Institution for Savings, and five years following was named assistant treasurer. He also served as assistant cashier for the smaller First National Bank of Warren - which was located in the same room as the aforementioned bank.

In 1904, he served as liaison to sell all five then-existing local banks to the Industrial Trust Company, predecessor to today's Fleet Bank and afterward was named manager of the Warren branch at the young age of 37, a position he held until his retirement in 1946.

In April 1902, Edwin Cady purchased the property upon which he erected this substantial three story Colonial Revival dwelling. Tradition holds that wild irises waving in the wind across the meadow extending to the Warren River were the inspiration for the home's moniker - "The Flaggery." The house reportedly took two years to construct. Edwin Cady and wife Gertrude Parmelee had three children - Madeline who lived with her parents in the large house and sons Capt. John P. Cady U.S.N., and Hugh C. Cady.

Gerald T. Hanley Jr., owner of the former "Fore 'n Aft Restaurant" across Main Street, and wife Virginia L. Hanley purchased the residence from Cady's estate in 1957. A corporation called "The Rhode Island Five" next bought the premises and proceeded to subdivide the property to create the Jacob's Point development in 1987. Purchased by Anthony A. and M. Adelaide Nunes in 1994, son Alan A. and Lee Ann Nunes now make The Flaggery their home.



DORA SWIFT HOUSE - 1902 14 Washington Street

Edward Alonzo Swift, born in 1812, became a master of the whaler *Brutus*. Sailing in 1853 and returning two-and-a-half years later with a cargo of 3,600 barrels of oil. Retiring from a 29-year-long whaling career in 1864, he sailed to San Francisco with a cargo as master of the *Argosy*, a new ship built here in Warren by shipwright Jesse Davis. Retiring from the sea in 1871, Captain Smith became a financier, serving as president of the Warren National Bank in 1873 and of the Warren Institution for Savings in 1888, positions he held until his death in 1895. Edward Swift married his second wife, Dora Martin, in 1885 - the daughter of sea captain Joseph Martin who lived in the Egyptian Revival house around the corner at 624 Main Street. They had one daughter, also named Dora.

Erected in 1902, the Dora M. Swift House is built in the Colonial Revival style. Features include the classically designed wrap-around porch, the stairway Palladian window at the west elevation, pedimented dormers and a garland frieze above its façade triple window. Until the 1970s, an elaborate wood Doric columned "arbor" with intervening balustrades surmounted by strapwork defined the easterly property line.

In 1920, the Swift's 30 year old daughter, Dora S. Bartlett inherited the property. Salesman Max W. and Betsy Bowen Saugy purchased the home five years following. Max Saugy served as Town Council president from 1913 to 1917 and later became a state senator. His wife, Betsy, was a telephone operator.

In 1953, the Dora Swift House was sold to Joseph A. Jamiel. Wife Lily became joint owner in 1967. Today the house is owned by Seven J's Realty Inc.



BUCKINGHAM HOUSE - 1903 35 Washington Street

This period Queen Anne dwelling standing at the northwest corner of Washington and Eddy streets was erected for Hannah M. Buckingham and today remains essentially as originally built. Its asymmetric massing combining simple forms, coupled with its use of natural materials - brick, weathered shingle and painted wood - illustrate early 20th century design simplification while retaining the use of materials typical of late 19th century Queen Anne style. Unique in Warren, the present dark green trim color is also typical for the period.

Today owned by Jennifer LaFrance, proprietor of Barrington's popular "Stock Exchange," an extensive resale shop and a trustee of the George Hail Free Library, upstairs residents include Kathryn Kittell, owner of "Don's Art Shop" at 543 Main Street, and Kenneth M. DiOrio.



GOURLEY DOUBLE HOUSE - circa 1905 867 Main Street

This Colonial Revival double house has had many owners over its 20th century history. The residence is named for Hugh and Ellen Gourley, the longest term owners who resided here for a quarter century commencing from 1930. The house may have been erected for Helen Benson in about 1905. In 1913, Arthur R... and Hora E. Champlin purchased the double house. Their ownership was followed by that of the Warren Manufacturing Company from 1918 until 1930.

This double house is enhanced by its straightforward Colonial form. The front porch, balancing front peaks and the side oriel windows distinguish the Gourley house. The narrow wood clapboard siding is original, and exterior operable blinds were likely part of the initial design. The Mission-style window sash are recent replacements. It is interesting to architecturally compare this dwelling to the Davis-Burr-Burge Double House at 31-33 Bridge Street and to the Kirby Duplex at 249 Water Street.

The Gourley house has recently been repainted an attractive medium yellow with white trim. Thomas C. and Deone T. McCarthy have owned this residence since 1992.



WINSLOW SUMMER COTTAGE - 1905 6 Stonegate Road

In July 1902, the E. J. Marvell Engineering Company of Fall River surveyed the shorefront property of Nathan Durfee, William Winslow, James Davenport and Edward Jennings. An area 42 feet wide x 141 feet long was set aside as commonly held property at the entrance to the new road which was to become Stonegate Road - this being used to park carriages - and later, motor driven vehicles.

Part of a summer community of seaside cottages erected along the east side of Stonegate Road over the next decade, this second house in the row was erected in 1905 for William and Elizabeth C. S. Winslow. Dr. Ralph Petrucci, and later his son, resided here from the mid-1940s through the mid-1970s.

William and Jeanne Munro purchased the property in 1994. An addition respectful of the original summer cottage was designed and built by Andrew DiGiammo of Somerset for the new owners two years later. In addition to modestly expanding the house to the east, a new garage and loft was joined to the former service entry via a roofed walkway supported by stone piers.



DAVIS-BURR-BURDGE DOUBLE HOUSE - 1906 31 - 33 Bridge Street

Likely architect designed, this finely maintained and essentially unaltered example of a double house was built in the Colonial Revival style in 1906 for George B. Davis and his wife. Facing south, the front porch which shelters the twin entrances and extends to partially envelop the flanking polygonal bay windows, together with the clapboard and wood shingle texture of the façade, result in a play of light and shade throughout a sunny day. A large barn which once quartered horses and carriages stands at the rear of the property.

In 1921, Carrie H. Carr purchased this double residence, commencing an ownership of 34 years. In 1956, present owner William J. Burdge acquired the property. Today he and his sister, Irene Burdge, reside in the easterly half with its views of Burr's Hill Park and the East Bay Bike Path.



DROWN-NELLE HOMESTEAD - 1906 68 King Street

Oral tradition relates that this home was ordered from a catalogue - the prefabricated components being delivered and assembled for John Drown and his family in 1906. His daughter, Dorothy, a teacher by profession, is best remembered as an avid local historian and collector of Warren memorabilia.

Perhaps Dorothy's lifelong dislike of winter started when she had to traverse the way to the Vernon Street School by walking atop the cemetery and streetside stone walls which lined the route so as not to be buried in the deep snow. A pet goose often accompanied her on her walks downtown. She became a teacher in both the Barrington and Bristol school systems, feeling it best not to teach in the community in which she resided. In later years she served as a special education instructor. With husband James, an employee of the Rhode Island Hospital Trust Bank, Dorothy Nelle resided at 68 King Street throughout her long life.

When the George Hail Library was being restored in 1980, it was Dorothy's memory of the original westerly stairway window's features - that the subject matter was "learning," an Aladdin's lamp was featured, and much golden glass was used - which eventually allowed for its recreation 14 years later by artisan James Donahue - the original having been destroyed during the Hurricane of 1938.

Purchased by Andrew and Julie Rencurrel in 1993, the new owners have restored the front porch, done much interior work, and reinstalled the pictured 19th century Water Street gas light fixture - salvaged many years ago by Dorothy's father. The original fieldstone foundation with its datestone is an eye catching feature of this Colonial Revival residence.



SMITH-HOLMES-ANNARUMMO HOUSE - 1906 913 Main Street

This home, erected in 1906 on a corner lot of the Barnard French Plat, was designed by Providence architects Gould and Hall for Richard S. Smith who later served as Warren's Town Clerk from 1912 through 1931. Built in the Colonial Revival style, the house retains its original interior stained woodwork throughout. Features include an open staircase with a landing above the front entrance and a front-to-rear south-facing living room with a beamed ceiling, fireplace, window seat and built-in bookcases. A second floor "den" at the southeast corner also contains a fireplace set into an angled wall. The pedimented front entrance and south side porch off of the living room are elements of the original design.

Albert J. and Doris F. Holmes purchased the property in 1920 and resided here for the next nearly 50 years. In 1935 - the same year the Posners were having E. J. Sevigny's crew erect their new home diagonally across Main Street - the Holmes engaged the builders to add an in-law apartment to the north side of their home - executed so as to match the original style of the residence.

In 1969, long-time Town Solicitor Pasquale T. and wife Roma R. Annarummo purchased the property.



WAPANACHKI LODGE - 1910 4 Stonegate Road

This summer cottage was built at the junction of the "highway to Coles River," which became Maple Avenue, and Stonegate Road, which was laid out in 1902.

In 1910 Rogers G. Young erected this cottage on a two acre site with its spectacular views southerly to Bristol's Mount Hope and easterly to Fall River. By 1912, a fifth and sixth bedroom were added to the south end of the second floor over the original porch.

The property became a mini estate. Water needs were supplied via a well, windmill and an elevated tower a short distance from the house. A large barn stood to the north of the house which burned in 1946 and was not rebuilt. A two-stall garage was also erected. A tennis court stood between the house and the 265 foot long shoreline.

Following the death of Harriet Young, the widow of Rogers Young, in 1934, the family continued to use Wapanachki Lodge during the summers. Descending to their daughter, Caroline Young and husband William A. Greenlees, the property in turn was inherited by son Roger and wife Nancy F. Greenlees.

In 1990, Allan and Caroline Edwards purchased the property. At this time the northerly half of the streetside porch was enclosed to enlarge the kitchen, a climate-controlled glass-walled room was added and a gambrel-roofed loft story with an outdoor timepiece was added atop the old garage.

Returning to his native town, Edmond S. Abrain and wife Greta Bobseine, became owners of Wapanachki Lodge in 1997. Recently, a dock has been added which is used jointly by the abutting property owner to the south.



CHASE - MURPHY HOUSE - 1915 906 Main Street

This house, on the corner of Almy Street, is located on the site of William Church's extensive onion farm inherited by his three children, Benjamin, May and Sarah. The farm extended from the Mason property to the north and south to the Coomer property in the early 1910s. Purchased in total by Benjamin in 1914, he conveyed approximately a half acre of the farm to his sister, May Church Chase in January 1915. The house was built that year - a compact bungalow-style residence with a front porch. Natural materials featured the stone foundation and weathered shingles. Typical in its day, stained woodwork graced the interior. May and Walter Chase resided here through their retirement, until the early 1950s.

In 1952, Charles Jewell purchased the house together with the front portion of the lot, the rear portion having been sold to George Esa two years previously. Eight years later, in September 1960, attorney James E. and Corinne E. Murphy purchased the house. While the Chases and Jewells never had children, it was the birth of the Murphy's seventh child, Patricia, that sparked the 1970 construction of a new addition. Designed by architect Edward Denning, the addition was built on the reunited rear portion of the property.

The platting of Almy Street in 1953 reduced the isolation of this property.



ANDERSON BUNGALOW - after 1917 860 Main Street

Angus C. Anderson of Bristol purchased this house lot - a part of the Martin plat set off in 1917 by William and Clarence Martin - and likely erected this residence shortly thereafter. Wife Katherine G. Anderson became joint owner in 1925. The Andersons purchased the adjacent lot to the north in 1943, thereby setting off the attractive property via a side lawn and plantings.

This story-and-a-half bungalow represents an early 20th century house type which first became popular in California. Usually modest in size and character, bungalows typically featured a front porch contained under a hip or gable roof. Dormers and generally shallow rectangular projecting ells and bay windows are common features.

Within, a popular plan featured double rooms separated by a wide opening which served as a front living room and dining room. This arrangement is reminiscent of the double parlors of old. To the rear was the kitchen. The bedrooms often ran along the opposite side of the house. Upstairs accommodated additional bedrooms and storage space. Furniture of the period included fumed oak mission or craftsman pieces - built-ins were also common features.

In 1974, Richard and Jane Brown purchased the house. The adjacent lot which had been sold off in 1959 was also purchased by the Browns two years later, thereby returning the north yard to common ownership. The following year, 1977, Antonio M. Costa, the present owner, purchased both parcels. Today, the brick bungalow appears essentially as originally built.



KICKEMUIT - 1921 1 Long Lane

Augustus H. Fiske of Providence purchased this property from Jessie M. Munroe in 1917. Four years later, he and wife Esther built this traditional English country manor house.

The highest site on the property, 70 feet above the level of the Kickemuit River with a view to Mount Hope beyond, was selected as the house site. Set several hundred feet back from the shore, the new residence was erected upon ledge outcroppings near a small enclave of juniper trees. Faithful to its origins, the exterior of the country house features native stone walls, graded New Hampshire slate roofing, steel windows and elaborate stone and brick chimneys. The copper leader heads exhibit the 1921 construction date.

Interior highlights include an octagonal vestibule, a 15 x 20 foot stone floored reception hall, and a 20 x 27 foot sunken living room with the manor's principal fireplace and an exposed beam ceiling. A formal dining room has stile-and-rail paneling fabricated in Boston and a period fireplace. The upper floors of the L-shaped house include five bedrooms. A sleeping porch, popular in the 1920s, was featured.

Originally named "Kickemuit," the estate is today known as "Land's End Farm."

Richard and Sandra Sullivan purchased the waterfront property from the Fiske heirs in 1965. Richard Sullivan is well known locally as the past owner of the Bristol and Warren Gas Company. The two barns on the property, together with rolling pasture land, are used for equestrian pursuits.



POSNER - ESA HOUSE - 1935 900 Main Street

This formal brick Colonial Revival home was erected by Warren's E. J. Sevigny Construction Company for Herman H. and Ida V. Posner, operators of Peck's Hay and Grain at 32 Cole Street for many years. The new home cost \$10,000.

Susan Esa, who lived with her husband George at 895 Hope Street in Bristol, always admired this house, and one day rang the front door bell to so inform the Posners. Sometime later, in the 1940s, the Esas purchased the home. George owned and Susan ran Esa's News Stand, a local downtown mainstay for many years until their retirement in 1980.

This well-constructed home has recently been purchased by Steve and Lori Elmslie.



View looking south on Main Street from Market Street, showing the Industrial Company (now Fleet Bank) on the left, built by Stone, Carpenter & Willson in 1906. Across Main Street is the DeWolf House, circa 1750, currently the dental office of Dr. Peter Mogayzel.

Vintage Views



WALTER NEBIKER

The Main Street home of Henry Peck has, as its neighbors, St. Mary of the Bay Church on the north and Main Street School on the south. It is now the residence of Vincent Millard.

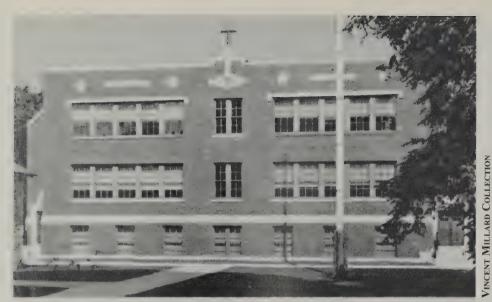


VINCENT MILLARD COLLECTION

Typical Narragansett Bay excursion steamer, the Pioneer, which operated out of Warren in the early part of this century.



VINCENT MILLARD COLLECTION



St. Jean Baptiste Parochial School located south of the church on Main Street, was once the site of the Warren Ladies Seminary and is now condominiums.



Old Grist Mill Built 1812 at WARREN, R.I. Moved to FALL RIVER. thence to QUAKER HILL. thence to this site. RESTORED 1929 VINCENT MILLARD COLLECTION

Windmill for grinding grain erected at Warren's highest elevation on Schoolhouse Road (Windmill Hill) is presently at Prescott Farm in Middletown.

Three men enjoying a Rhode Island clambake.





WALTER PECK PHOTO-WALTER NEBIKER COLLECTION

This early 20th century picture shows oysters being loaded onto a waiting two-masted schooner.

Crowds like this one always gathered on Main Street in front of Amon Jamiel's General Supply Co. for town events such as parades. (Note the "The House of a Million Items" on the awning.) The building burned in the late 1970s and was rebuilt by Hirum Jamiel for his business.

The Barton House on the left in this photo was built in the 1860s on the northwest corner of Main and Miller streets. Later a Standard Pharmacy was on the site and now it is the parking lot of Dunkin Donuts. Note the Dr. Merchant house across the street, now housing apartments and an ambulance company, and the trolley tracks running down the middle of the road.



WALTER NEBIKER COLLECTION



Courtesy-Jamiel Family

The Jamiel family posed outside their shoe store for this photo from the war years.





Clockwise from left: a Chinese laundry existed on Baker Street, just off Main Street. The porch of the George Hail Library is just visible through the trees lining Washington Street. Members of the Patterson family, Warren residents since the early 1800s, pose for a photo after a clambake in the 1930s at the corner of Metacom and Patterson avenues. This house on Lyndon Street at the head of School Street was originally a cooperage (where barrels were made). Photos courtesy of Walter Nebiker and Bob Patterson.







WALTER NEBIKER COLLECTION

Heon's Drug Store on Main Street was where Jimmy King's garage is today.



PAGEANT WARREN

OCTOBER 9, 10 & 12, 1914 AT 2.30

ELEBRATION of the one hundred and fiftieth anniversary of the Founding of the First Church and of Rhode Island College, now Brown University; and of the setting off of the town of Warren in 1746.

Reserved seats . . \$1.00
General admission . . .50
Automobile spaces—car
Each passenger . .50

Mail orders for seats and automobile spaces may be sent to Charles W. Greene Town Treasurer, Warren, R. I.

WALTER NEBIKER COLLECTION

This postcard advertises prices for the 1914 Pageant.



WALTER NEBIKER COLLECTION

This detail from Walling's 1851 map shows the sweep of the railroad tracks from Barrington and the density of buildings in the downtown area. Note the bridge across the Warren River and the Warren Manufacturing complex in the foreground.



COURTESY-RACHEL STATON

Warren High School Class of 1947 reunion held in June 1954 at Oates Tavern, North Providence.



At left, an oyster house sinks into the river after the 1938 hurricane. At right, the Standard Pharmacy next to the Lyric Theater gets demolished. The site is now Dunkin' Donuts.



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The old Oyster House on Water Street after the February 6, 1978 blizzard.

Weather by Walter Nebiker

Because of its location between tropical and polar air masses, New England weather is changeable. Weather patterns change quite rapidly, alternating fair days with foul ones, with perhaps an inconvenience now and then. And, occasionally, the weather "acts up" giving us unusually wet or dry spells or periods of strong winds.

One of the earliest periods of severe Rhode Island weather occurred during the unusually cold and severe winter of 1740-41, which began in late 1740. It is described in "The Winter of 1740" in John William Haley's The Old Stone Bank History of Rhode Island, v. III.

Following several days of cold the weather moderated for a few days before "excessive cold returned, freezing over Narragansett Bay so solidly that people could pass and repass from Providence to Newport on the ice, and from Newport to Bristol." Snowstorms fell one upon the other to a "kneedeep" covering. A sudden thaw laid the earth bare then the weather became violently cold and snowy. At the very end of January, another three feet or so of snow was added. It drifted, completely covering stone walls and fences and crusted so hard in places that cattle could walk on top. Many cattle and sheep were lost, some caught and smothered in the drifts, others frozen to death.

After a warm day on February 23 came another severe storm with bitter cold weather which continued without relief until March 10, when it became milder. The ice did not go out of the Bay until the first of April and snow that had drifted behind fences and barns lay on the

ground until April 15.

One old account states that there were more than 30 storms during the Winter of 1740-41. The remarkable feature of that unbelievably rigorous winter was the freezing of the Bay. One account has it that "a man drove a horse and sleigh from a point near New York all the way to Cape Cod."

Until the late 20th century, the best-known winter storm was The Blizzard of 1888. It began about 11 PM on March 11, a Sunday night. This storm was a combination of rain and snow, which made streets slushy and was accompanied at times by high winds.

Snow drifted and telephone wires fell under the weight of ice and snow. At first the snowstorm did not extend south beyond Barrington, but in Bristol, streets and cellars were flooded and highways were impassable. Snow fell heavily on Tuesday. Along the coast ships were driven ashore.

The effects of the storm lingered as all travel and mail delivery were held up for several days. This great storm, a combination of rain and snow, was not as severe in Rhode Island as elsewhere in the Northeast, Bristol recorded the most rain in 20 years, but Providence had only about eight inches of slushy snow and Burrillville recorded 18 inches of snow, while 42 inches of snow fell in Albany. As a result of this storm, 200 died in New York City and 400 in New England.

Other heavy blizzards have occurred at intervals, most of which we have forgotten. For example, a blizzard on January 24, 1935 dumped more than a foot of snow, stranded people, caused a serious delay in food supplies

and left four dead in its wake. A nor'easter on Valentine's Day 1944 was, up to then, the worst of the century. Its 121/2 inches of snow was accompanied by winds of up to 70 miles per hour, caused high drifts and a death toll of six. The 171/2 inches of snow that fell on March 3, 1960 was blown into drifts more than seven feet deep. Seven people died and three days were needed to dig out. Eleven people died, mostly of heart attacks, from a snowstorm on January 13, 1964.

Many residents can recall the greatest snowstorm of the century, the Blizzard of 1978. On Sunday, February 5, 1978, the weather forecast called for heavy snow that night, with probable accumulations of eight to 16 inches; the forecaster also said that accompanying high winds would produce drifting. The snow was a bit late arriving on Monday. Almost everyone was at work, at the office or at school when the first flakes began falling in late morning. The storm began slowly, in "unstormable" fashion, with flurries only, but then snow began to fall steadily.

By four in the afternoon, there were three inches on the ground. Another three inches had fallen by 6:00 PM; by 10:00 PM Providence had an accumulation of 16 inches of the white stuff. Enough snow had accumulated by the time people got out of work or school to snag cars, especially on the interstate highways and their ramps. Some 900 students were marooned in schools in the greater Providence area.

The single blizzard story in Monday's Providence Journal Bulletin grew to 18 storm stories by the Tuesday edition, 38 stories by

Wednesday and, at the end of eight days, 350 storm articles had been written in the Providence newspapers. By Wednesday, the newspaper reported that hundreds of stalled and abandoned cars had made the highways — routes 95, 146 and 195 — an "impenetrable maze." By then, the storm had moved off (the snow stopped falling at 10:44 P. M. Tuesday) and a warm sun made the task of digging out from the white mass a bit more tolerable.

Snow accumulations varied across the state, with the least amount, 10 inches, falling on Block Island, the most in Woonsocket and Manville in the north, 54 and 55 inches respectively. Warren recorded between 24 and 28 inches and, like most other communities, was immobilized for several days.

By Monday, February 12, most highways were open, and Warren and Barrington schools resumed, but Bristol schools remained closed.

A final evaluation listed the Blizzard of '78 as the worst snowstorm in terms of recorded deaths, accumulated snow, a week's recovery time, and an estimated 8,000 displaced persons handled in emergency shelters.

Ice Storms

Produced by a combination of precipitation, rain or wet snow, striking a cold surface, ice storms are a regular happenstance in this area. Unnamed and not as glamorous or destructive as the larger storms, they are a nuisance, usually resulting in the loss of tree limbs, power lines, and telephone poles. One of the first notable storms inflicted enormous damage over the course of several days, from November 17-29, 1921.

More recently, freezing rain knocked out

power to over 100,000 properties on December 17, 1973, and on January 13-14, 1978. Fore-shadowing the great blizzard of that year, the worst ice storm to strike Rhode Island caused damage that resulted in the worst power outage in the history of New England Electric Company.

Gales & Hurricanes

Long before we knew them as such, hurricanes were called gales. Warren had a lively trade with the West Indies beginning in the mid 18th century, and because we had no knowledge of these storms, nor ample warning of their coming, many a Warren vessel got battered around; some sunk with loss of life.

Like blizzards, hurricanes are fairly regular occurrences. Many can remember several within our lifetimes, but the earliest of note occurred almost two centuries ago, in the early 19th century.

The Great Gale of 1815 started on September

22 as a line storm from the northeast. The wind increased, swung to the southeast, from which direction it came with hurricane force, then finally struck from the southwest. The water was 12 feet above the average limit of a flood tide. More than two dozen vessels were driven ashore, including the 520-ton *Ganges*, in

Providence, owned by Brown and Ives.

A lesser-known gale, that of September 1869, was of only slightly less intensity than that of 1815.

By far the most destructive wind was the Hurricane of 1938.

The destruction was caused by a string of circumstances. First and foremost, there was almost no warning, so no one was prepared. Also, the wind came from the south as the tide



PROVIDENCE JOURNAL CO. PHOTO

The Warren River, a tidal estuary, went wild in this photo from Hurricane Carol, 1954. The office of the Warren Oyster Co. is nearly submerged at right.

was coming in, so that

the wind and tide worked in concert. Waves 15 to 20 feet high crashed on the southern shores ceaselessly. Houses were picked up from their foundations and swept into tidal waters, and yachts and boats of all descriptions were torn loose from their moorings. Small pleasure craft were piled up on the Barrington Bridge and



PROVIDENCE JOURNAL CO. PHOTO

Blocking the width of Main Street and the flow of traffic into Warren, Bristol and on to Newport was this large oysterboat, the G.H. Church.

some on Warren's Main Street and bridge. Prudence Island and Warwick, among other communities, felt the sting of the storm, which washed 12 bodies up on the Barrington shore.

In Warren the Red Cross fed 150 who were sheltered in the Town Hall during the evening. The Town Hall steeple was damaged, and later permanently reduced in size. One Warren resident, Edwin Bowen Arnold of 901 Main Street, died when the car in which he was riding toppled into the water when the Massasoit Avenue Bridge in Barrington collapsed. The nearby Barrington Congregational Church had its steeple ripped off and blown to the ground. No houses were left at Scott's Landing, and much damage was inflicted at Greene's Landing, including Greene's oyster house. Greene's oyster boat, Maria, was badly damaged and overturned.

Houses were tipped over or pulled from their foundations, and portions of houses torn loose and carried away. Fallen trees blocked every main highway in Barrington and Warren. Schools were closed for about a week.

The Hurricane of 1938, whose winds were clocked at more than 95 miles per hour, holds the unenviable record of being the most destructive in Rhode Island and New England, for it struck large areas of the coast. It inflicted damage in the amount of \$100,000,000 and took the lives of 262 people.

Even in the relatively short time since 1938. Rhode Island has been dealt several

weather blows, all in August or September. A storm on September 14, 1944 did \$2 million worth of damage, but no lives were lost. Hurricane Carol, of August 31, 1954, one of the first hurricanes to be named wreaked tremendous destruction along the shore. The storm destroyed nearly 3,800 homes, killed 19 people, did \$90 million worth of property damage and resulted in the loss of electric power to many for several days.

This hurricane was

followed closely by Hurricane Edna on September 11, 1954. Although its 40-50 mile per hour winds were far less than hurricane force (it registered winds of up to 90 miles per hour on

Block Island), its damage was inflicted by torrential rains, particularly affecting the Blackstone Valley.

In the following year, on August 19, Hurricane Diane's 6.13 inches of rain, brought about the worst flood in the state's history, again especially destructive in the Blackstone Valley, inflicting \$25 million in damage. Hurricane Donna, of September 12, 1960, had winds of 58 miles per hour, with gusts up to 81 miles per hour. Rainfall and a tidal surge did \$2,140,000 in damage.

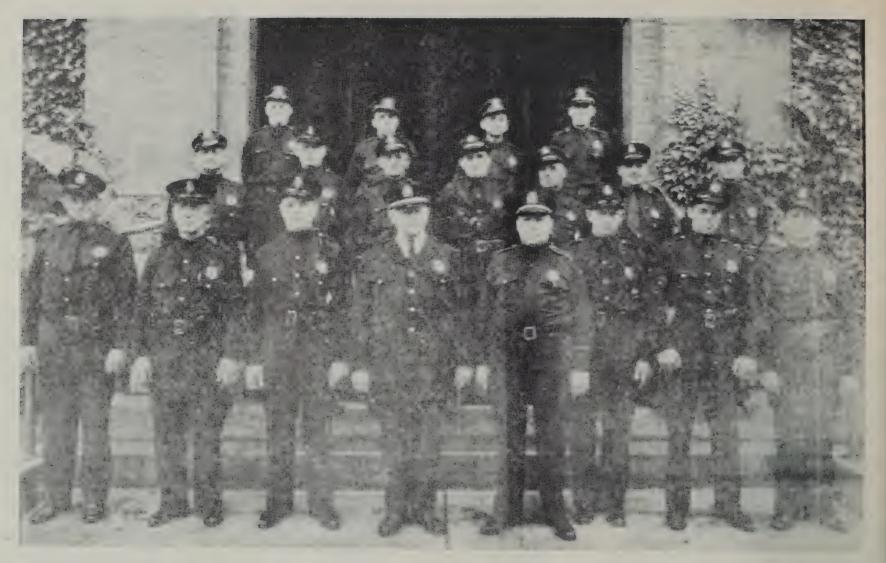
Most recently we have been pounded by Hurricane Gloria and Hurricane Bob, but the development of better communications and means of tracking storms has saved many lives



WALTER NEBIKER

North Main Street, near the former American Tourister building, after Hurricane Gloria.

and millions of dollars. Gloria did damage to many trees at Burr's Hill Park, which were replaced only recently. Bob's winds caused the loss of electricity in Touisset for five days.



This photo of the Warren police force appeared in the newspaper in 1936. Front row, left to right: special officers Edward Doherty, Philibert Emery, Joseph Daigneault, Chief George Lewis, Capt. Louis Bedard, special officers Percy Fielding, Thomas Lawrence and Joseph Beauparlant; second row, left to right, special officers John Vitullo, John Smith, Joseph Medeiros, Manuel Tavares, Walter Staples, Alexander Samson and Roy Newbold; third row, left to right, patrolmen Robert Hunt, Arthur Proulx, Angelo Vitullo and Howard Eaton. Today, the Police Department today numbers just under two dozen and is headed by Chief Ely Barkett. It has a strong community-oriented component including citizens groups, cadets, DARE officer, Harbor Patrol and liaison to the Substance Abuse Task Force.

Municipal and Community Groups

Fire Department

Henry J. Peck, in *The 200th Anniversary* of *Warren*, recounts the following Fire Department history.

When the fire signal of Warren shatters the air with its hoarse stentorian blasts, almost simultaneously it seems, the wailing of sirens is heard indicating that the various apparatus with its exceedingly prompt in duty volunteer

firemen is speeding to the scene of the conflagration.

It seems a far cry back to the day that "Hero," Warren's first fire "enjoin," appeared on the scene. This little "tub" has been tenderly cherished through the years and will be a hero of the parade in the present celebration.

In 1797 a definite step was taken toward acquiring a fire engine, when a town meeting voted \$316.67 for that purpose, but it was not until early 1802 that the Hero became an actuality. This little hand-tub probably seemed quite impressive to the townsfolk although it had to be supplied with water by a bucket brigade.

Twelve men were elected to form the first fire company, with Charles Collins as captain. Unfortunately the company's activities are not recorded and the first mention of a fire was when "Butterworth's barn" burned in 1844. The first four

years Hero was housed in "some barn or store-house" but at a town meeting in 1806 it was voted "that a Building Be Erected on the Town Lott for the purpose of Covering Sd. Injoin with Necessary Apparatus And the Herce Belonging to the Town." The "Town Lott" was the present "Common" and the engine-house was built on its northeast corner.

More equipment was added as time went on. The fire wards were requested to "ascertain the number of fire buckets in the town" and to report delinquent houses in ninety days and another ninety days was allowed before posting delinquents. Some of the old "Prompt



COURTESY-BETTY JOHNSON

Warren's first piece of fire-fighting equipment, the Little Hero, was part of the 250th Anniversary Parade held in August 1997.

In Danger" buckets are treasured heirlooms today. As years passed the need of a larger fire department became pressing resulting in 1825 in the purchase of the "Rough and Ready" for \$500. This engine was larger than

the Hero and a house for it was built on land of Freeborn Sisson, rent free, on Water Street between Company and Sisson Streets, and twelve buckets and "good and sufficient hose" procured.

An "Act to Regulate the Fire Engine Companies" passed in 1827 consisting of twelve sections including the provision that "at the cry or alarm of fire each member shall repair as speedily as possible to the Engine house and

if the Engine is not there he shall endeavor to find her." A Fire Hook and Ladder Company of ten men was formed in 1834 and the old bucket question bobbed up again as "more than 100 houses were in want of buckets." Probably in the old days the Baptist Church bell clanged the alarm tho' for the first fire in Warren of which record is found, the burning of the Butterworth Barn in 1844, 'tis said a horseman dashed thro' the streets ringing an old dinner bell and shouting the alarm. Engine No. 3 a Button Company, Waterford, N.Y., machine, was bought in 1845, a house was built for it on Baker Street, and the Narragansett Engine Company No. 3 came into being. On trial No. 3 broke down three times but Mr. Button himself finally overcame the difficulty and on the fourth trial "the men labored strenuously and succeeded in throwing a stream over the vane of the Methodist Church."

The Button machine had its first try at the real thing, early in 1847, on Jonathan Luther's barn on Miller Street. The barn and its hay were destroyed but the old records say that "by the promptness of the fire companies and citizens generally," the

flames were "got under."

The forerunner of many stream-throwing contests and firemen's musters in which Warren firemen distinguished themselves occurred on August 13th, 1847, a gala day for

the town. The Narragansett "Threes" resplendent in glazed caps, red shirts and white ducks or white shirts and dark trousers, met the boat that brought the Pawtucket "Hav Cart" and its company. Visitors and natives thronged the streets and after the inevitable parade in which the fine big Hay Cart loomed as the sure winner over the modest little Button, the tubs were stationed on the "Widow Dorcas Child's Wharf," and the hose laid up State Street to Main. The Hay Cart sent a stream high above the sign posts of Cole's Hotel and "Warren faces grew sad" but the Button men "set their teeth doggedly" and up went their stream high and higher until it reached well above the Hay Cart's high point, much to the onlookers' surprise and the delight, especially, of the home towners. Cheers rent the air—Pawtucket proved to be a good loser, and the principals and guests repaired to the huge tent of the Warren Artillery and regaled themselves with a clambake. The firemen always have been a sociable fraternity—strong for a good time whether it be a parade, muster, ball, clambake. chowder or a friendly game of cards.

In 1848, having theretofore depended on the wells or the handiest river for its water supply the fire department felt the need of a more central source of supply, and accordingly two reservoirs were sunk, one in front of the Baptist Church and the other at main and Broad Streets.

Incendiarism became rampant in 1848-49. Houses, barns, stores and sheds "were fired by some unknown hand," and on October 12, 1849, the Cole's Hotel barn went up in flames from the miscreant's torch.

The question of a suitable uniform agitated the Narragansetts and the momentous question finally was decided in favor of a "Blue Hat, Red Jackets, Shirt of Blue Blk. and Duffell Pants." The Narragansetts were hosts again in the summer of 1850—this time to Union Fire Co. No. 3 of Providence. The entertainment included a "bountiful collation at Cole's Hotel," and next day a cruise in the steamer Argo to Rocky Point for a clambake "on" the

Warren company. In 1851 Hero having outgrown its "Town Lott" house, was moved to a new one on the east side of Water Street, a little south of Washington. Years afterwards this house was moved to Baker Street.

The entire fire department entertained the Aquidneck Hose Company of Newport in September of 1851 with a grand torchlight procession and refreshments in "Marble Hall" on Water Street in the upper story of the stone building later Potter and Collamore's, which is still standing. Francis Marble had a blacksmith shop in the lower part with a large figure of Vulcan ornamenting the front of the building.

Another incendiary epidemic broke out in the latter part of 1850 which continued for about two years.

Engine Company No. 2 came in for a larger and more modern engine in 1852 and a new house. The company was reorganized and the first entry in the record was "Engine met agreeable to notice and adjourned not much done." Later the new machine was christened the "Mechanick" and thus originated the Mechanics Co. No. 2. It was difficult to keep a full quota of members in the fire companies as many were sea-faring men and likely to sail any time for foreign parts and the gold rush years also caused a constant exodus. An attempt was made to transplant the old No. 2 Rough and Ready to some place on the Kickemuit River but the residents would have none of it and Rough and Ready ended its days as a clay pit "pumper outer" at the Nayatt Brick Co.

At Nathaniel Cole's blacksmith shop fire the No. 2's "commenced extinguishing the fire with dispatch" but unfortunately the shop was "entirely consumed." By way of variety the firemen had a river front call when the steamboat New Clifton was partially burned. On November 1, 1856 the Henry H. Luther Rivet Works, foot of Sisson Street, burned, causing destruction also of the Sanders Soap and candle factory, Nathan Kent's carpenter Shop, barns and foundry. The whole North

End seemed threatened and the King Phillips of Bristol responded to a call for assistance. The strong southwest wind carried burning shingles as far as King's Rocks at the town line. "Wild excitement prevailed" and a vast crowd gathered from far and near. Outsiders looted homes of various articles including pies and codfish balls and in the traditional manner of panic-stricken householders looking glasses were dashed to the ground and feather beds carefully deposited.

The Warren Ladies' Seminary was badly damaged by fire on April 18, 1862, and one year later, lacking three days, in the small hours of the morning "the entire edifice and its contents" were burned and also Capt. William Martin's house on the opposite side of Main Street.

The Fourth of July 1870 was celebrated by the debut of the new "steamer" which marked a great forward step in Warren's Fire Department annals. There was a parade featuring this magnificent new engine, after which the "Threes" entertained their friends with lemonade refreshment at the Engine house and in the afternoon the new machine was given a trial on the Common. The following February the new steamer "did good execution on the devouring element" at the Bowen and Co. jewelry establishment fire on Water Street, and in April the steamer was formally assigned to the Narragansett Company by Chief Engineer Cutler.

The Fire Hook and Ladder Company organized in 1834 was disbanded in 1871 and reorganized in 1879 as the Massasoit Hook and Ladder Company. The Mechanics Company No. 2 growing out of the original No. 2 company in 1853 was disbanded in 1874 and reorganized in 1878.

The Churches of Warren have been particularly susceptible to the ravages of fire, all of them excepting St. Alexander's, the youngest, having been either totally destroyed and rebuilt or more or less damaged. The original Baptist Church was burned by the British and the interior of the third and present edifice

considerably damaged by fire in December, 1872. On New Year's Day, 1843 there was a fire in St. Mark's Church and on January 30, 1881 the interior of the Church was extensively burned. On November 6, 1881, St. Mary's Church was completely "reduced to ashes." St. John's Church was partially burned on Dec. 31, 1891 and fire destroyed the chapel and the rear of St. Casmir's Church on May 1, 1913. The Methodist Church also had some fire experience, tho' of a minor nature.

Altho' flanked by two sizeable rivers Warren lacked sufficient water with which to combat fires efficiently. As early as 1877 recurring fires and recurring shortage of water ofttimes resulting in extensive loss of property had stirred up the town fathers to the point of discussing the Kickemuit River as a possible source of water supply. But it was not until early in 1883 that the Water Works constructed by George H. Norman was completed and the Kickemuit on tap. The Fourth of July was celebrated by the first application of the Kickemuit to an actual victim, an old wooden building near the Old Colony Railroad turntable. The treatment was successful

Probably the worst conflagration in Warren's history occurred in the British invasion of 1778, twenty-four years before the advent of the Hero. Doubtless the most spectacular fire and strong runner-up for the doubtful honor of worst, was the burning of the Warren Manufacturing Company's plant on October 3, 1895. Starting in "Old Mill," No. 1 the blaze spread to Numbers 2 and 3 and outside help was requested. Fall River sent its new engine Metacomet, which unfortunately refused to function after its arrival. Providence sent steamers and hose-carts by train, and Bristol responded. Spectators flocked from every direction for miles around. "It was a sight never to be forgotten—Intense heat—Sky and river blood red—burning bales of cotton floating southward with the tide and northeast wind." Small craft darted among the bales extinguishing them. Neighboring buildings were ignited and damaged and fires

started in the Martin lumber yard to the south. "Nothing remained of the mills but the cellars and a heap of smoking ashes and embers."
"The out of town firemen were entertained at Goff's Hotel before leaving for home."

That ancient hostelry, Cole's Hotel, built in 1762, burned in March, 1893. The thirty-five guests escaped without injury. The fire broke out at 2 a. m. and a dense fog hampered the firemen's work. Goff's Hotel rose from the ashes sometime later and still stands as the Tayares Building.

For the better protection of South Warren the Burr's Hill Fire Company No. 4 was organized in 1897 and in 1903 the Rough and Ready Company No. 5 of East Warren was formed. Its motto was "Every member stands up to the name."

The worst epidemic of incendiarism broke out in 1897 and was rampant for nearly two years. Twenty fires in houses, barns and sheds "kept the town in a state of panic." Nervous women couldn't sleep. Despite a vigilant watch by police and citizens the fire bug eluded discovery. Incendiarism has been rife in recent years as the origin of many of the innumerable grass and brush fires that keep the firemen on the jump in the spring. The incendiarists in these cases are small boys who should and probably do know better but who largely have been able to get away with it.

The first motorized equipment was acquired by Warren in 1915. At present there are six companies under Chief Otto Alletag; the Central and the Massasoit Hook and Ladder in the Town Hall, the Mechanics on North Water Street, the Narragansett on Baker Street, the Sowams in South Warren, and the Rough and Ready in East Warren.

In the past 50 years, the Warren Fire Department has grown to include a company in Touisset (history follows), a Rescue Squad with Advanced Life Support apparatus, Hazardous Materials truck and a Rescue Boat which patrols Warren's waterways during the summer and when called upon throughout the year.

Although Warren maintains a volunteer fire department, for the first time it now has a full time paid fire chief in Alexander Galinelli.

Touisset Fire Company Engine 6

Spurred by the need for fire protection in the Touisset area, 83 Touisset residents gathered on February 14, 1967 at the East Warren Rod and Gun Club to form the Touisset Association. This group elected officers and representatives from the various areas of Touisset to approach the Town about providing fire fighting apparatus. Negotiations with the Town proved successful, for in June a gray diesel oil truck was purchased from Navy surplus to serve as Touisset's tank truck.

The first meeting of the Touisset Fire Company was held on June 12, 1967 in the garage of William Manchester, who offered his building as a temporary home for the fire company and its equipment.

This garage remained the company's headquarters for eight years. Incorporation papers for Touisett Fire Company 6 — the spelling of the name was officially changed to Touisset on January 8, 1979—were signed by Harry Anderson, Roland H. Rogers, John I. Dolan, William C. Rodrigues, Arthur E. Burke, Donald Poland, Arthur W. Brown, Jr., Philip H. Manchester, Sr., Marcus P. Joly, Robert J. Oliveira, Walter Darowski, John G. Coffey, Jr., Philip H. Manchester, Jr., Antone Rodrigues, Jr., Melvin A. Whalon and William W. Manchester.

The purpose of the unit was to provide fire protection for the Town of Warren. The 16

charter members voted Arthur Brown, Jr. as their captain.

Since, from all outward appearances, the gray diesel oil truck hardly resembled a fire truck, the first order of business for the volunteers of Engine 6 was to raise funds to paint and letter the truck. As a tribute to the support that the fledgling group received from Touisset residents, the resultant shiny red truck was parked in front of its home for two weekends with a large Thank You sign on its side.

The first year of existence for the Touisset Fire Company was devoted to development and organization. By-laws were adopted, new members added to the roster and training sessions garage initiated. The Touisset Fire Company also acquired a rescue vehicle designated Car 10.

To provide needed fire and rescue equipment, the company held its first fund-raising supper in September at Station 4. Also in September, volunteers spent two weekends building an addition to Manchester's garage to create space for Car 10 and a meeting hall for the members.

In November of 1967, six women members joined the Touisset roster. Collette Burke, Jane Charest, D. Paddy Coffey, Edith Dolan, MaryLou Kolakowski and Claire Whalon, known as the Rescuettes, were prepared to answer rescue calls during the day when most of the men were unavailable. In addition, the Rescuettes, who met prior to the men's monthly meetings, provided the company with



Touisset Fire Company collection

Group in front of truck Joe Maxmean, Chief, John Dixon, Deputy Chief from Engine 4, and Touisset Fire Company members Bill Manchester, Sr., Buddy Burke, Bill Manchester, Jr., Buck Rogers, Jack Dolan, Bill Rodrigues, Sr., and Phil Manchester, Jr. pose in front of the first Engine 6 parked near Manchester's garage, the first Touisset station house, June 5, 1967.

a variety of fund-raising and social events.

Several annual traditions, which still continue, had their origin during the Company's first year. Halloween and Christmas parties delighted children in the Touisset area. There was also an annual banquet and a member's Christmas party. The first annual meeting of the Touisset Fire Company was held at station headquarters in Manchester's garage on April 1, 1968 to elect a new slate of officers and to plan for the coming year.

The Company's inaugural year culminated in July with a strawberry festival provided for the firefighters by Marjorie Manchester and an open house for all the residents of Touisset to view the quarters and equipment of Engine 6 and Car 10. The first clambake was staged the following year on August 10 at the

Touisset Point Community Clubhouse.

With hope of a permanent home in the future, members appointed a building committee to meet with the Fire Chief and Town officials. Since George and Rose Matteson had offered the Company 40,000 square feet of land on Touisset Road to be used as the site of a permanent fire station, Joseph Maxmean, who was Chief at that time, suggested this site to the Town.

In 1970 the first proposal for a fire station in Touisset was presented at the Financial Town Meeting, but the funds for such an appropriation were refused. However, there was a

bright side to the third year of existence: the Town did provide Touisset with a mechanically sound replacement for Car 10. The Rescuettes used supper proceeds to pay for rescue equipment.

The next few years were filled with lengthy and disappointing meetings with the Fire Chief and Town officials regarding a permanent home for Engine 6 and an acceptable site and contractor's bid for a station.

Finally, late in 1973 the Fire Chief recommended that the building committee approach the Town with the proposed plans and the estimated cost of a new station. Rather than requesting that the total amount be appropriated in one year, they divided the budget over a three year period. This three-year appropriation was denied, but the full \$45,000 was approved

in 1974 at the Financial Town Meeting. After officials negotiated conditions of the transferral, the deed for the land on Touisset Road which was to become the site of the Touisset Station passed from the Mattesons to the Town of Warren on December 31, 1974.

What seemed to be the end of a long hard struggle was merely the beginning. Money was needed for various tests and surveys, lengthy meetings with officials were required to get approval on building needs, and, of course, many unexpected problems arose.

Nevertheless, by February of 1975, contractors were invited to bid on the Touisset Fire Station project. In order to stay within the Town's appropriation, the members of the company decided to pave the driveway and parking lot and complete the interior work themselves.

When construction began, the building shaped up rapidly, so the first official meeting was held in the new station in October 1975.

Next, the
Rescuettes christened the new
facility with a ham
and bean supper; the
proceeds purchased
drapes and other
decorative touches.
They also hosted a
kitchen shower to
obtain the needed
equipment and
utensils for an

adequate working kitchen.

To show its appreciation to the townspeople, Touisset Fire Company Engine 6 proudly invited the people of Warren to a dedication ceremony and open house on Sunday, November 30, 1975. Nearly 100 members, neighbors and friends watched as an engraved silver bowl was presented to Mr. and Mrs. George Matteson by Captain William W. Manchester and Deputy Chief Louis "Tex" Souza.

With a permanent location, the Touisset volunteers were able to expand their training. Courses in First Aid and CPR were offered; some members qualified as emergency medical technicians. In 1977 the Town assigned a boat

to the station for use in water rescue.

That winter volunteers built ice ladders and placed them at all the ponds on the peninsula. Drills familiarized firefighters with procedures for handling animals in fires and for fighting brush, chimney, car and oil fires and with equipment such as exposure suits, Scott Airpaks and SCUBA gear. A new Junior Fireman program for children 10 years old or older initiated seven boys in 1978.

Annual clam bakes continued to grow in popularity and size. The 1979 bake drew 400 hungry guests. The shopping list for that meal included 15 bushels of clams, 135 pounds of fish, 70 pounds of chourice, 60 pounds of hotdogs, 70 pounds of buckworst, 35 dozen ears of corn, 100 pounds each of white and sweet potatoes, 100 pounds

of onions, 36 pounds of butter, 30 pounds of margarine and 10 watermelons. Rock weed was gathered from the Kicky by the members. Stones for the fire came from local fields and



At the annual clambake held at the East Warren Rod and Gun Club, Engine 6 members cover the bake with canvas, 1994.

the firewood from area farms.

During the 1980s, the Touisset Fire Company's clambake logo appeared on t-shirts, aprons, mugs, and pitchers. The 1983 bake was featured in *Yankee* magazine.

Over succeeding years, apparatus at the Touisset Station was upgraded. Early in 1983 the old Rescue 2 from Town was refurbished and became Rescue 1 in Touisset. In addition, voters appropriated funds to purchase a new fire truck, an International truck with a 1,500 gallon tank and Hale pump designed for rural areas. Memorial donations for Hugh West, Ed Fiske, Phil Manchester Sr. and Jack Dolan purchased rescue equipment.

An addition to the station, named Moe Joly's Generator Room, was built in 1989 to



Members of Engine 6 helped fight the Warren Manor fire in February 1994.

house a generator which provided emergency power for the station. This generator became an important factor in 1991 during Hurricane Bob when the Touisset peninsula was without power for five days. During this crisis, the station was manned: food and water were available.



TOUISSET FIRE COMPANY COLLECTION

Ted Robie and Jim Sousa fight the February 12, 1994 Warren Manor fire from the roof.

Some residents used the station for heating baby formula or for taking showers.

Presently, the Touisset Fire Station is well-furnished with fire fighting and rescue apparatus and is the primary emergency shelter for the Touisset area. Engine 6, a 1984 fire truck with a tank holding 1,500 gallons of water, is the primary fire fighting unit in the Touisset area and serves as a back-up within the Town for major fires outside of Touisset. Supporting Engine 6 for grass fires and providing cellar pump out service, Engine 61/2 is a trailer carrying a portable pump, forestry hose. Indian cans and brush brooms. Marine 2. which effects water and ice rescue in the Kickemuit River, Coles River, Mount Hope Bay and area ponds, is a 131/2 foot long Boston Whaler powered by a 40 horsepower Evinrude outboard engine. This boat and trailer is equipped with exposure suits and an ice rescue flotation board. In addition, Rescue 1.

manned by First Responders from Station 6. serves Touisset residents with emergency medical aid and transportation to hospitals.

Finally, the generator provides electricity for heat, refrigeration, cooking, sanitation facilities and water supply, turning the station into a shelter during severe storms

Recreation Board

The first Warren

Recreation Board was appointed by the Town Council on December 9, 1969.

Initially, the Board consisted of five members: James Uriel Sousa, Joseph Giusto, Rev. Nicholas Smith, Joseph Servant and Henry Correia, who were appointed for terms of from five years to one year. Jim Sousa was elected Chairman and Pasquale Abbruzzi was selected as Recreation Director.

The month before the appointment of the Recreation Board, the Town had purchased the Wujcik Farm on Schoolhouse and Birch Swamp roads for \$60,000. A federal Land and Water Conservation Fund grant of \$30,000 assisted in the purchase of a fee simple title to the land.

This property, named Heritage Park, which consists of 66.79 acres of forest, fields, and marsh, is dedicated for open space and wetland conservation and for public enjoyment in outdoor recreational activities such as

picnicking, walking, fishing, nature study and informal play. For a time in the early 1970s. some of the property was used for the Town dog pound and for grazing of cattle in violation of the Green Acres project agreement. Maintaining access to the park area off Schoolhouse Road has taken constant vigilance on the part of the Town.

Heritage Park abuts the upper Kickemuit Reservoir which provides water to the Bristol County Water Authority. In addition a portion of the park is a valuable wetland wildlife habitat. It provides excellent bird-watching because it is a prime nesting habitat for a great variety of birds.

The Town also held title to several other pieces of property used for recreation. Massasoit Park at the corner of Baker and Water streets had been purchased in 1908 for \$1,000 by the organization then known as the Massasoit Monument Association for the purpose of creating "a public square suitably planted and furnished to give dignity" to the memorial at Massasoit's Spring. The Association undertook to plant and care for the park; however, by 1914, faced with financial straits. the members sought another course. In a letter to members the executive board explained the problem:

The fact that children will congregate there for play, in spite of our efforts to keep them away. has given us an idea that perhaps it might better serve an useful purpose. The subject of playgrounds is one that is receiving much attention in cities and towns. Providence has recently appropriated a large sum to extend its efforts for providing the young people with places where their youthful exuberance of feeling may have wholesome expression, in other words, grounds where they may play. It is said by persons who have made a study of the subject that our boys and girls are forgetting or have really never learned how to play, that when not eating, sleeping or working, they simply purposelessly loaf, which is not good for either body or soul.

They proposed, when the lot was fully paid for, to offer it to the Town to "make a beginning of a movement that cannot fail to develop our boys and girls physically, mentally and morally with resultant higher citizenship." Records indicate that the Town appropriated funds to supply swings and benches and to maintain the park even though the deed was not transferred to the Town until 1951.

The first order of business for the new Recreation Board was to turn the 13 acres of land at the end of Wood Street that the Jamiel family had donated to the Town in 1969 into an official park.

For many years the open fields had been used for recreation and had hosted many sports activities, such as the Little World Series in the early 1920s which brought professional baseball players to Warren to perform with local greats. The Warren High School football team also used the park as their home field. Nevertheless, Albert Jamiel, who had passed away in 1961, dreamed that this land would be developed into a playground which would provide recreational activities for the youth of Warren.

Jim Sousa was appointed to oversee the realization of that dream. Finally, on July 29, 1971 Jamiel Park was dedicated as a lasting tribute to a man who had been a friend to Warren's young people. A memorial to Albert G. Jamiel, which was built by Jim Sousa, stands in left field next to the tiny tot area.

By 1977, the Recreation Board was overseeing an extensive program of children's activities. During the February school vacation the Recreation Board arranged for students to bowl at Dudek Alleys and rollerskate at the

Warren Rink. March brought a kite-flying contest and April the Easter egg hunt, which had been a popular event since 1969. A summer children's program, directed by Albert Sweet, Jr., provided activities for a total of 384 children at five locations: 133 at Burr's Hill Park, 95 at Jamiel's Park, 55 at Laurel Lane Park, 41 at Child Street and 60 in a swimming program held at the Town Beach. The board hired 10 young people as playground supervisors and instructors for wrestling, swimming, tennis, gymnastics and basketball. The season culminated with a planned trip to Rocky Point Amusement Park in Warwick and a bill of \$54 from Lou's Open Air Market for 12 watermelons that came as a surprise to both the Recreation Director and the Board. That fall a dance program for adults and seniors was initiated. Connie DiSarro and Wally Felag were appointed as dance instructors.

Softball has been popular in Warren since the mid 1940s, after World War II, when a fastpitch men's league played in a lot behind Dudek Alleys known as "the old stadium." Eventually the teams moved to Burr's Hill Park which the Town had acquired in part from the Providence, Warren & Bristol Railroad Company in 1920 and in part from Charles Spark in 1944. The teams switched to slow-pitch ball in 1955.

The 1970s brought a women's softball league that played at Jamiel Park on Sunday afternoons. Bob Venice was the first commissioner of Warren's men's league; Kathy Fitting served as the first commissioner for the women. By the early 1990s, Jamiel Park was home to a men's softball league that numbered 12 teams and played four nights a week from April through September and a women's league of eight teams playing on Wednesdays and Sundays. The men ran the concession stand, selling

hotdogs and snacks to help finance the leagues. A highlight of their season was the Joseph Jamiel Memorial Tournament.

Another significant addition to Warren's recreation properties was the Warren Recreation Park on Hugh Cole Road. Development of this 18.6 acre park was funded in 1986 by a local \$500,000 recreation and open space bond matched by state funds. Facilities at this park include a basketball field, a Little League field, an all-purpose field, three soccer fields, a boccie court, a beach volleyball court, a concession stand with bathrooms, Project Playground constructed entirely by volunteers, a veterans memorial and a pavillion that seats over 400 people. The pavillion has been the site of weddings, family reunions, school class reunions, birthday parties, clambakes and the annual Family Night Out sponsored by the Warren Substance Abuse Task Force. The fee schedule for the use of the pavilion is reasonable and Town non-profit groups pay no fee.

Over the years, as demand for recreational activities increased, the Recreation Board modified programs to meet the changing interests of participants. Lights at Jamiel Park allow for softball games at night. In 1994, approximately 700 children participated in the summer playground program, with 200 electing gymnastics. After Warren schools regionalized with Bristol, an annual Warren-Bristol field day was added. Adult activities included men's basketball, line dancing, women's soccer and coed volleyball. The summer beach volleyball league which plays at night on the sand court behind the pavilion enlists 60 dedicated players. Between 1990 and 1995 participation in Warren's recreation programs by children increased 20 percent and by adults 62 percent.

Warren's 250th Anniversary Celebration



COURTESY-RAMON MONAST

This 1948 Men's Softball League team was called the Crowns Zips and was sponsored by Crown Fastener. Pictured left to right in the first row: Tom McKale, John McMahon, Ted Nicpon and Joe Bucko; second row, Frank Rutkiewicz, Tom Burns, unknown, Waltor Twarog, unknown; third row, Donald Berry, Eddie Godek, Ramon Monast, Cliff Davis and George Pelletier.

has been an especially active time for the Recreation Board.

In addition to the usual full schedule of children's and adults' programs, Board members ran a chowder and clambake supper to raise funds for the celebration, organized a family day at the pavilion in conjunction with the 7th Annual 5K Marathon, hosted a country and western night and bar-b-que, and sponsored seven summer concerts at the newly-dedicated band shell at Burr's Hill Park, an

October hayride and a magician for the Holiday Festival. The highlight of the celebration was the summer parade in which a float commemorated Warren sports. Recreation Board Chairman Pete Sepe capped 25 years of service to the Town by leading the Youth Division as its marshal.

Conservation Commission

In 1960, the Rhode Island General Assembly passed legislation enabling municipali-

ties to establish their own conservation commissions to promote, develop, protect and preserve each community's natural resources. Nevertheless, it was not until 1970 that a Conservation Commission was incorporated in Warren's Town Code as a seven-member advisory body to other municipal boards or agencies on matters pertaining to resource use. The Town Council appointed the first Conservation Commission on October 12, 1971 and selected Buell N. Buckingham, Jr. as chairman.

Service was, however, honorary and remained so until the 1980s when citizens called for a revitalization.

At its first meeting, held in January of 1986, the newly-active board elected Peter Jannitto chairman, Paul O'Neil vice-chairman and Carol Avila secretary. The members decided that preserving public rights of access to the waterfront and maintaining Warren's scenic and environmental qualities were their priority concerns. They reviewed and commented on petitions for zone changes, variances, wetland alterations, and dock construction. After a citizens' petition, a Conservation Commission budget of \$500 was approved at the 1987 Financial Town Meeting.

The Conservation Commission initiated its new role by assessing Warren's natural assets. An inventory of Warren's agricultural lands, undertaken in conjunction with the Soil Conservation Service, found that Warren had large tracts of prime farmland, most of it in pasture, feed crops or vegetables.

The northern reaches of the Palmer River were designated by the State as one of the top 50 open space sites in Rhode Island. This area provided habitat for Osprey, Seaside Sparrows, Northern Diamondback Terrapin and shad. The Kickemuit River, the only class A salt water in

upper Narragansett Bay, was a haven for shellfishing and swimming alike. University of Rhode Island graduate students, working under Dr. Frank Golet, mapped Warren's 575 acres of wetlands.

Two wetland areas, Jacob's Point and east of Hugh Cole Road, were rated as having outstanding habitat value. In addition, the northern Kickemuit Reservoir area was designated as one of the most valuable wetland wildlife habitats in the State, and the forested swamp east of Long Lane was cited as one of the best examples of such habitat in the East Bay. Finally, the Conservation Commission compiled a Scenic Inventory of unique, aesthetically pleasing places and views that contribute to Warren's character and are valued by residents.

In succeeding years, the Conservation Commission advocated for the protection of Warren's natural resources. To reduce the amount of lechate entering the waters of the Town, the Conservation Commission coordinated with the Sewer Commission to distribute 350 packets of septic system maintenance information to homes not connected to public sewers.

An Erosion and Sedimentation Control ordinance allowed the Conservation Commission to review development projects that disturb the natural terrain. The Commission suggested that Warren's Commercial Fishermen's Dock include a boat sewage pump-out facility and provide benches for public enjoyment of the view. Commissioners also advised that a requirement for landscape planting in parking lots and a limit on total impervious surface on any lot be included in Warren's Zoning Ordinance.

The State Department of Transportation

was notified that improperly stored road salt coated Ridgeway Drive and created a threat to vegetation and drinking water.

During the 1980s, the Towns of Warren, Bristol and Barrington convened twice yearly as the Tri-Town Conservation Commission to discuss environmental matters that crossed borders. At one well-attended meeting hosted by Warren in 1989, representatives of the Bristol County Water Authority discussed plans for their cross-bay pipeline and answered questions about the effects of the project on fish migration, swimming at the Town Beach and harbor traffic in the Warren River.

As a matter of policy, the Conservation Commission opposed development that it deemed harmful to the environment. When the East Bay Christian Center proposed to construct a 10,670 square feet gymnasium adjacent to wetlands at its facility on Market Street, Commissioners presided over packed hearings and eventually sought the help of the Town Solicitor and biological and engineering witnesses to protect the valuable wetlands. In another matter, the Conservation Commission petitioned the Town Council to veto the application of Alegria Construction to fill 8.23 acres of wetland in order to construct four commercial buildings east of Market Street.

Thus Warren, in 1989, became one of only three towns in Rhode Island to exercise its veto power over Department of Environmental Management wetlands alteration applications.

To prepare for Warren's future environmental needs, Jane Harrison contracted with the University of Rhode Island to consult in updating the Recreation, Conservation and Open Space Plan. The overall goals of the plan, which was adopted in 1990 and revised in 1995, were to enhance the quality of life in

Warren, to retain its special character and to assure that new development takes place in an environmentally sensitive manner.

In light of increasing demand for outdoor recreational opportunities, both active and passive, the plan sought to direct the development of recreational projects and the acquisition and use of conservation land.

After Warren voters overwhelmingly supported passage of state and local bond issues to preserve open space, the Town negotiated in 1990 to purchase development rights to 9.33 acres of the Frerichs Farm for \$179,239. Of that price \$44,799 was the local contribution. Since the land abutted the Kickemuit Reservoir, it was important for watershed protection.

Commissioners exercised vigilance in protecting access to Warren's conservation areas. The Wujcik Farm-Heritage Park property, monitored by Bill Lavey, suffered from frequent encroachment by abutters pasturing cattle and dirt bikers destroying wildlife habitat. At its commercial and residential development on the Palmer River, Market Street Land Corporation extended a paved parking area, thereby failing to abide by approved plans for a landscaped buffer and walking easement that gave access to the shoreside conservation area. To remedy the situation, a 30-feet-wide right of way connecting Nunes Court to the conservation area and historic cart path was deeded to the Town by the developer.

In celebration of Earth Day 1990 the Conservation Commission initiated a tree-planting program. Saplings were distributed to every student at Hugh Cole School and also handed out on the steps of Town Hall. David Frerichs served as chairman of the committee which worked with the Highway Department to

plant a tree farm on the Green Acres property off Birch Swamp Road. Mature trees were destined to beautify Town streets and recreation areas.

The Conservation Commission's commitment to education led to production of an educational video entitled "Warren Naturally." Under the direction of Bob Rutkiewicz, the video highlighted the beauty of Warren's harbors and undeveloped areas and aimed to foster appreciation of its many natural assets. The video was placed in each of the Town's schools and the George Hail Library, and it aired on public television in 1991.

In 1992 the Conservation Commission initiated the first of its two annual clean-ups. Get the Drift and Bag It, coordinated by Debra Keefe-Perrone, was scheduled in September after the boating season and included a numerical inventory of the items such as cigarette butts and plastic bottles that constituted shoreline debris.

The April Town-wide Earth Day Celebration, organized by Eileen Socha, targeted roadside litter. This cleanup, supported by a host of individuals, organizations and businesses, included a tire detail manned by Dan Gardner and the Touisset Fire Department which rid the Town of as many as 360 thoughtlessly discarded tires. The day began with coffee and doughnuts for volunteers and concluded with awards and a hotdog roast.

To commemorate Warren's 250th Anniversary, the Conservation Commission beautified the traffic island at the corner of Arlington and Metacom Avenues. In a design by Martha Heald, 375 golden lilies were planted in a triangle in the center of the island. Conservation Commission members remain dedicated to preserving the character of Warren by protect-



COURTESY-WARREN TIMES GAZETTE

Above, Louise Salamon and her grandson Bill Dutra clean the shore at the Town Beach as part of the annual Get the Drift and Bag It, 1997. Right, Gary Budlong, Alexander Scott, Julie Blount and other members of the Warren Preservation Society clean along the bike path for the Conservation Commission's Town-wide Earth Day Cleanup, 1997 while Sandy Scott's dog watches the photographer.

ing the natural resources that enhance the quality of life of Warren residents and make Warren a special place to live.

Senior Center

The Warren Senior Center, located in the lower level of the Town Hall building, was



renovated in 1995 from its former use by the fire department. Initially, seniors who played whist a couple of days a week used the space.

In April 1996, Kristen Mullone was hired as the first director for the Senior Center. The

goal of the Center was to provide the senior residents of Warren with a place for recreational and educational activities. The major inaugural event was an open house held on May 16, 1996. The first year, the number of activities was limited, but as time went on, more activities were added and participation grew.

Bingo, bridge, cribbage, whist, aerobics and a sewing class are weekly activities at the Senior Center. Monthly activities include blood pressure screening, membership

meetings, catered luncheons and make-yourown-sundae parties. Health education programs have provided speakers on a variety of problems such as arthritis, cancer, heart disease, foot care, medication and health care choice in the 1990s. Other programs have dealt with popular topics such as Medicare, managed care, home equity conversion mortgages, "Don't be Scammed," and CPR certification classes. Recreational activities have consisted of day trips, cake decorating classes, holiday parties, potluck lunches and intergenerational programs with local school children. The East Bay Chorus, made up largely of Warren seniors, was formed in late 1997.

Each month almost 300 seniors receive a newsletter describing the Center's upcoming activities. The news letter also provides information regarding programs available to seniors through federal; and state government. In



Paul Sevigny, left, and Janice and Jim Mumma, play a hand of cards at the Senior Center.

addition, Senior Center activities are published in the *Warren Times-Gazette* and the *Providence Journal*.

The major long-term goals of the Senior Center are to increase the number of activities and the participation in them, to keep abreast and inform seniors of any changes in benefits, to provide programs that meet the needs and interests of Warren's senior citizens and to recruit volunteers to assist at the Center. Since its inception, the Senior Center has been a popular and lively place which has succeeded in bringing together many of Warren's elder community.

Touisset Community Club

Ben C. Clough wrote an interesting history of Touisset Point in 1955, excerpted below:

Touisset (in very old maps spelled Toweset) is an Indian name and was said by Thomas W.

Bicknell, an earnest student of Rhode Island history to mean 'at the old field' It has also been interpreted at the corn field. The word Kickemuit(there are a dozen or more spellings of this meant at the great spring.) The whole neighborhood of what is today Touisset Point was Indian territory in early days, although it does not seem to have been thickly settled; but shell-piles and arrowheads typical of Indian villages have been found here and in 1938 Dr. Maurice Robbins of Attleboro found skeletons in the bluff. No doubt it was rough farming country. It belonged to Massachusetts in the seventeenth century and was part of the sweeping area which in 1668 King Philip sold to 'Hugh Cole and others' five hundred acres of land in Swansea on the west bank of Coles River. The river had been named for Hugh who was a town official; he was a farmer, and something of a speculator in land. In 1670, a year after he had bought from King Philip, he and some other town officers granted to Dormit Smith ten acres at Kecamuet in exchange for ten acres of Mattapoisett (what we now call South Swansea.)...

A century later, at the time of the Revolution, it was still farming land; on May 25, 1778 any who lived there witnessed a most peculiar naval battle for on that day the British and Hessians raided Warren and captured in the Kickimuit River a fleet of about seventy large rowboats belonging to the Americans and burned them all. (It was after this that they went on to Warren and set fire to the Baptist church and parsonage: this was the occasion when some Warren women surrounded and actually captured the weary British drummer, drum and all.)

In 1846 it appears in the accounts of a century-- long boundary dispute between Massachusetts and Rhode Island, for in December of that year the interstate line was agreed upon, running from the Birch Swamp through 'Toweset' (also called 'Toweset Neck'). Simeon Borden of Fall River, a surveyor, was disgusted. He said, 'Between King's Rock and the bay at Toweset I could

not find anything in the form of a monument, excepting the stone set in a wall,' and he added, 'no person pretends to know very exactly where the line is.'

In the eighteen -seventies, in a very limited and primitive but very agreeable way, began the development of the area as a summer resort...

But it was not until 1901 that the future of Touisset Point was sharply foreshadowed in terms of real estate development. In that year the Coggeshall farm was laid out (on blue prints anyhow) as a neat array of symmetrical lots, fifty feet wide and (usually) a hundred deep, with streets named, though by no means paved. Bradbury and George and Coggeshall ran north and south. Brownell ran along the bluff; (and why it was called Brownell is a story in itself, which Nancy Steven son told at the club's 'Reminiscent Night' this summer.) Brownell turned into Emery Road at the west Bayview Avenue at east as it swung north and joined the main road; south of Brownell Street enough land was left to allow fairly deep house lots facing the water. Owners of these lots, as time went on, naturally built steps to the beach and four 'right-of-way' accesses were established as well. (Later the end of the entrance road, going down to the Kickemuit shore, became the chief focus for bathing and boating.) Mrs. Josiah Coggeshall ('Minnie"' to her neighbors) established a small store in a building back of what is now the "Clover Leaf' house, and all was ready for a boom. In actual fact, however, the sale of lots and building of houses was rather a gradual process and the Indian term "at the old corn field" was still appropriate. Even twenty years later the area west of Bradbury street was a no-man's land of bushes and brambles and a small structure owned by the Coggeshalls near the present site of Sargents' house was called and not inappropriately, a 'camp...' The first two decades of the present century were definitely horse and buggy days. At least one of the cottages of this period (Hiram Cushman's) provided quarters for Dobbin as



COURTESY-WALTER NEBIKER

This postcard view of the Bluffs at Touisset Point shows the fantastic view of the Bay and the wide expanses of the cottage lawns.

well as for bipeds and the barn door remained long after the horse departed. But one need not own a horse to get to the increasingly attractive resort. Over in Touisset Mass., not far away as the osprey flies, but further by road, was the Touisset station of the old Consolidated electric railroad from Providence to Fall River, and Job Davis, who lived near the station, was ever ready, for a consideration, to hitch up and drive travelers over to the Point. As many of the summer visitors came from Pawtucket or Attleboro, and had already changed cars at Providence, they had some-

thing of a jaunt...

At the time just referred to (about 1918) houses were still few and far between, but some families were already well established, having been true pioneers. For example, Mrs. Marion Manchester White recalls that her parents bought in the first decade of this century three Brownell Street lots from the Coggeshalls, and put up a tent, in which they lived, having also a separate cook-tent. They had to carry drinking water from the Coggeshall farm, but had a rain-barrel for dishes, clothes, etc. Mr. Coggeshall (Mrs.

White remembers), used to charge a dollar for driving anyone to the Touisset Station, but youngsters who craved a taste of city life would more often walk, saving that dollar for spending money. 'We would take the electric train to Fall River and go to the dime-store for lunch, then to the movies, and back again.' But in 1902 the Manchesters finished a cottage (the 'Quit-ur-worry'), and the next year a larger one, 'Manchester by the Sea,' now owned by Mrs. White and Janet White Frazier. On the water side of Brownell Street at this time there was gap from 'Manchesterby-the-Sea' and 'Quit-ur-worry' to what is now the Murphy cottage at the west, and what is now Clough's to Pennington's and the Lane's 'white house,' and then again to what is now Harris's at the east. Further down, at the east end of the bluff, lived 'the oyster man'; in the opposite direction, on the Kickemuit shore, at the end of the road, was an oyster-house, projecting into the river. Oysters were then very plentiful in the river, and there were a good many 'out front' in the bay as well.

A few houses then stood on the north side of Brownell Street--for instance, the Hewins (now Savoie) cottage and what is now the Patterson cottage, but most of the land to the north was vacant all the way to the Coggeshall farm, and here the youngsters played baseball in the open fields...

A new era of building began in 1918 and thereafter. In that year the T. Stewart Littles began coming to the Point, as did the Ramsbottoms and the Orrs, all soon to build substantial houses. At first they rented, and houses at that time brought \$60, then \$70, and then \$90 a month. These seem pretty good rents for pre-electric days, but the merits of this quiet, clean, healthy resort were well appreciated. Yet the streets were mere tracks, and dusty ones too. One Sunday afternoon early in 1919, when Stewart and Agnes Little and some others were calling on the Ramsbottoms, a tennis club was proposed, and on July 4, 1919, it was formally organized,

with George R. Ramsbottom as president. Two courts were built, about where Bradford Street now is; the late John W. Little (assisted, it is recalled, by some of his friends from the Park Place Congregational Church of Pawtucket,) acted as what might be called 'clerks of the works', but Arthur Puleston merited the rank of chief engineer. Those were the days when, as E.E. Warren puts it, 'everybody pitched in on everything', and in fact the only professional help employed on this project was that of some post-hole diggers whom Mr. Puleston brought from Fall River. (It may be said here that Mr. Puleston's skill, energy, and fastidious judgement were for many years a valuable asset of the group which was now fast crystallizing into a Club.)

In spite of patient toilsome dragging of Josiah Coggeshall's roller, borrowed for the occasion, the courts left a good deal to be desired, in this early phase. 'When they were dry', according to Stewart Little, 'they made the Western dust-bowl storms look like amateur ones, and when they were wet, they were mud.' But, it was fun. Meantime the very young had the run of field and shore, and wore themselves out happily until the whistle of the Fall River boat (by some unwritten but unanimous decree of the parent of the tribe) marked "bed-time..."

The wild twenties were relatively calm at Touisset Point, though Mount Hope Bay had its part in the saga of rum-running.

Narragansett Bay, it has been said, was ideally laid out for rum-running. Be that as it may, Mount Hope Bay (which geographers class as a part of Narragansett Bay) had also its secrets, and that part of the Kickemuit just above the Narrows could and did serve as a refuge; the lawbreakers made it their business to get what the Coast Pilot calls 'local knowledge', whereas the forces of law and order could not safely venture up the unmarked channel, where so many have grounded...

Nevertheless, the area was ideal for sailing, though Josiah Coggeshall did not approve of keeping boats in the bay. (Catboats

were moored in the river, and hauled ashore for the winter.) It is true that the bay can be puffy, but it seems today that the early smallboatmen were almost unduly cautious, and after the Hoffmans and others in the Thirties, organized the Touisset Point Yacht Club, and got the channel at last buoyed (and when a little later a pier, of the float type, was put in) people seemed to gain confidence in the bay; mor and more small boats were anchored 'out front', and with the building of Sweet's Pier, and the later organizing of regattas, in which Coles River and Bristol and even East Greenwich came to participate, the Point came to look much more nautical...Who today remembers seeing a *house* on Spar Island?-- yet there was one in 1918, unless the U.S. Coast Pilot is mistaken. The same volume warns that 'Kickemuit River has a narrow entrance, through which the tides have considerable velocity.' It's right about that, certainly.

Building has continued and some of it 'winterized' at that. Several families live at the Point all year round now, though the wellequipped (if small) store is just a Summer affair, 'Minnie's' dance-hall, moved from the store a little way and remodeled, has become a fine club-house, with kitchen and toilet facilities, providing for bridge, dancing, and movies, meetings, dinners and parties; the long list each season of entertainments shows surprising variety. High spots are too numerous to mention, but Janet Frazier's dance numbers ably performed by her pupils, Howard Sweet's color photos, the Laws' smorgasbords should be listed among favorite star productions. Financing is not too much of a problem, since effort and enthusiasm, such as money can not buy, are always at the command of the various committees.

In its 1955 edition, just out, the 'Cruising Guide to the New England Coast' remarks, 'The small community of Coggeshall, on the Point, is residential and there are no facilities or supplies.'

That's what THEY think!



The Kickemuit River looking south, 1984.

AL ZAGORSKI

Private Organizations

Warren Land Conservation Trust

The Warren Land Conservation Trust was founded for "the purpose of engaging in or otherwise promoting for the benefit of the general public the preservation and conservation of the natural resources of the Town of Warren, including water resources, wetlands, marshlands, swamps, woodland, trails and open spaces, and the plant and animal life therein, and unique scenic, natural, and historic sites."

Carol Avila convened its first organizational meeting at the George Hail Library on May 18, 1987. Joining her as incorporators were Richard Hallberg, Marcius Joly, Thomas Sadler and Rachel Saunders. Elected to the Board of Directors were Peter Jannitto, Lucia Joly, Paul O'Neil, Thomas Sadler and P.B. Smith. The first slate of officers was comprised of President Carol Avila, Vice President Catherine Pratte, Secretary Jim Betres and Treasurer Tami Hood.

Only two years after its founding, the Trust acquired its first piece of property: 1.9 acres of salt marsh on the Palmer River donated by Doris Chace. That same year William Manchester donated 2 acres of salt marsh on the Kickemuit River. In 1992, seizing the chance to purchase 12.5 acres of land at Jacobs Point from the RI Bankruptcy Court for \$7,500, the Trust embarked on a major fundraising drive. Each person who donated to the fund received an Honorary Land Deed and was named an Honorary Custodian of the Land and its Wildlife on Jacobs Point, in the Town of

Warren, RI. This drive succeeded in raising over half of the necessary funds; the rest was borrowed from Land Trust members. An additional 4 acre parcel was purchased from a Town of Warren tax sale.

Since its inception, the Trust has been dedicated to educating residents about the importance of Warren's natural resources. To



Warren Land Conservation Trust Logo

this end, it collaborated with Warren school teachers to bring students to conservation areas, particularly the Touisset Refuge owned by the RI Audubon Society. The wildlife identification program was the inspiration of Barbara Betres, who wrote a science

curriculum unit, and Dick Hallberg, who gave on-site presentations to the students.

Over the years various programs have included both primary and middle school students. In 1990, the Land Conservation Trust initiated its annual Partner with Nature award to recognize those who made a significant contribution to furthering the cause of land preservation and natural resource conservation in Warren. Award recipients have included Carol Avila, Barbara Betres, Ann Morrill, Jane Harrison, Bill Nichols, Davison Bolster, Pam Clark and Debbie Wheeler.

In 1997, the Land Conservation Trust's 10th year, the original charter membership of

35 has grown to 65 single, family, patron or sponsor members, and its land holdings have swelled to 64 acres of protected conservation land, which include 44 acres of wetland at Jacobs Point and land on Belcher Cove, the Kickemuit River and the Palmer River. Properties have been donated by Allen Shine, James E. Hanley, Jay Gaynor Flanagan, Steven Johnson, Municipal Appraisal Service, Stephen and Kim Clark, the Siembab Family and the Rhode Island Five.

Looking toward the future, the Trust has set the ambitious goal of increasing its holdings northward along the eastern side of the Palmer River to form a greenbelt along that shore from Belcher Cove to the Massachusetts state line meeting land owned by the Swansea Land Trust and mirroring a similar effort by the Barrington Land Trust on the western side of the Palmer River.

Kickemuit River Council

The Kickemuit River Council grew from the curiosity of two women on a warm summer day in 1969. Ann Morrill and Carolyn Demko, sitting on the Laurel Park beach, wondered about the origin of the black silt that coated their children when they swam in the Kickemuit River. After discovering that the silt was filter backwash sludge dumped by the water treatment plant located on the Kickemuit Reservoir north of Child Street, they rallied the support of members of the Laurel Park Improvement Association and residents of other communities surrounding the Kickemuit. These citizens alerted regulators and legislators to the

problem, packed official hearings about the treatment plant's discharge, and eventually forced the plant to stop dumping sludge into the River.

By 1973, having traveled by bus load to a hearing in East Providence to battle marina development that threatened the water quality of the Kicky, the chain of neighbors decided that there would be more strength in greater numbers. Because problems that were adversely affecting the River in one area could become the concern of all. Ann drafted a letter inviting organizations from communities bordering the River in both Warren and Bristol to a meeting at the Butterworth Avenue Improvement Association clubhouse to discuss the future of the River. Representatives from Laurel Park, Harris Heights and Touisset Highlands in Warren joined forces with representatives from Swift Point, Cedar Crest and Butterworth Avenue in Bristol.

The Kickemuit River Council was created on September 27, 1973. Articles of association forming the Council were signed by Frank E. Sherman, president; Manuel Camille, vice president; James E. Mathewson, treasurer; Ann M. Morrill, secretary; and Jane F. Harrison, advisor. The Council adopted by-laws affirming its purpose:

to preserve, protect, promote, and enhance the Kickemuit River and its tributaries . . . that we may for our lifetime and for all generations to come leave a legacy of unspoiled beauty.

Through the membership of their associated organizations and communities, and with the addition of the Touisset Point Community Club in 1976, the Kickemuit River Council had enlisted the support of more than 350 families.

Over the years, the Kickemuit River Council has reacted vigorously to reports of actual or potential threats to the water quality

of the Kickemuit River. A fish kill during the summer of 1975 led the Council to seek the official sealing of a pipe used by the former Carol Cable Company to discharge lead-tainted cooling water to the Kicky. The Council supported sewering of homes on the western shore of the River in both Warren and Bristol and gathered approximately 1,000 signatures on a petition opposing "marinas and commercialization" of the River. Proposed Route 895. with a possible shoreline path, drew loud opposition. To raise funds to support its activities, committees chaired by Rita Pellegrini, Muriel Kane and Joan Beauvais held raffles and sold bumper stickers, T-shirts and tote bags with the Save the Kickemuit logo.

When May of 1990 brought the disastrous news that the cumulative effects of several sources of pollution had forced the Department of Environmental Management to prohibit shellfishing in the Kicky, the Kickemuit River Council swung into action. Approximately 500 people, angry at being deprived of Kickemuit River shellfish, filled an informational meeting held at Warren High School auditorium on July 9. After soliciting volunteers, the Council initiated the Kickemuit River Project under the direction of Marco Vecoli, Steven Roth and Ann Morrill.

Legions of committed volunteers walked the shores of the River to identify all streams, stormdrains, or pipes that might be sources of pollution and took samples in heavy rain storms. With the help of the Warren and Bristol Town Councils and their wastewater treatment plants, fecal coliform counts were done on all discharges. In conjunction with the water testing, the Warren Times-Gazette ran articles on the River Council's educational campaign which informed residents of actions that each

could take to reduce runoff pollution to the Kickemuit. Homeowners in unsewered areas were urged to have their septic tanks pumped, and sewers were extended to Swift Point and Cedar Crest in Bristol. Council members attended and testified at Fall River hearings on combined sewer overflow discharges that affected the Kickemuit River. In 1992, supported by the Warren Land Conservation Trust, the Kickemuit River Council received a \$1,000 grant from Citizen's Bank to pay for ambient water quality analysis.

After years of effort, the people of Warren and Bristol were rewarded in the Spring of 1995 when they could again make a chowder of quahogs dug from the Kicky. The River was open for shellfishing, but only in dry weather because runoff pollution and sewage from Fall River entered the waters during rainstorms.

This partial victory was blunted the following year when a portion of the water off the west shore of the River was again closed because of the number of boats moored there. To solve the problem of potential pollution from boat sewage, the Towns of Warren and Bristol plan to provide mobile pump-out boats to service boaters on the Kicky. In addition, Warren is working to control lechate from an abandoned dump near Asylum Road, to remediate a wet-weather sewage flow from the storm drain at the end of Libby Lane and to identify those homes that are poorly affecting the River because they have not tied in to sewers.

Eternal vigilance is the price of a clean River, so the Kickemuit River Council's goal remains the same: a salt water class A river which is safe for swimming and shellfishing for generations to come.

Kickemuit Yacht Club

The Kickemuit Yacht Club was founded in 1944 when a group of kids who raced White Cap sailboats on the Kickemuit River decided that they needed to learn the rules of racing. Clint Pearson and Neil Durfee, spokesmen for the group, approached Robert Bourne, a man knowledgeable about boating and the father of four young sailors, and asked him to run races

and to conduct rules sessions. At that time the sailing fleet consisted of five or six White Caps, 13 1/2 foot long wooden lapstrake boats with a broad beam and a jib and mainsail rig. Under most wind conditions a captain and one crew sailed the boats, but heavy weather necessitated the addition of another crew member for ballast. The first official race was won by Joe Munroe.

By 1949 the Kickemuit Yacht Club roster



COURTESY-VIRGINIA PEARSON

Kickemuit Yacht Club members in 1947. The photograph is signed on the back by the members as they are pictured from left to right. Boys: Doug Snow, Bob Gibbs, Jack Lund, Clint Pearson, Joe Munro, Neil Barney, Ben Flanagan, Dick, Lund, Bobby Read. Girls: Alice Read, Marilyn Bourne, Bev Snow, Virginia Bourne, Janet Mabey, Carolyn Bourne, Bev Drayton, June Johnson, Connie Hunt.

had grown to at least 30 members ranging in age from 7 to 20 years old. Members were primarily from Touisset Highlands with some from other communities around the Kickemuit River, such as Cedar Crest in Bristol. Meetings were held weekly on Mondays, the club rotating from one member's home to the next. Hosts provided refreshments for the meetings—usually doughnuts from Steve's Donut Shoppe and soda. Some meetings were followed by bowling at Dudek's Alley on Child Street.

The size of the White Cap fleet grew to 20 boats by the mid 1950s, and a few skippers moved up to the larger Town Class sailboats and initiated their own races. Sailboat races were held every weekend during the summer and for three days on the Fourth of July and Labor Day holiday weekends. Robert Bourne served as the perennial Race Committee Chairman, frequently settling "protests" or disputes over rules in his home after the races. Ted Harrison, Ed Fiske and other parents also shared Race Committee duty.

Occasionally, "Peppy-Pappy" races turned the White Caps over to the fathers while the kids acted as crew and manned the committee boat. Crew's races gave younger members a chance to gain experience at the helm. Following the last race of the season on Labor Day, Arthur E. Allen held annual ice cream parties in his yard for racers and their families. Ice cream cones for all! The season culminated with trophies presented on Labor Day evening at a party usually held at the Touisset Point Clubhouse.

During its most active years, membership in the Kickemuit Yacht Club swelled to as many as 50, counting skippers, crew and social members. Social events for the club included



COURTESY-VIRGINIA PEARSON

One of a fleet of White Caps racing in the Kickemuit River.

trips to Lincoln Park, the Newport beaches, Crescent Park, or the Bristol carnival and fireworks. Transportation was provided by older members with driver's licenses who were lucky enough to obtain permission to borrow the family car. Older members willingly included the younger ones so that the whole club could partake of these excursions. Occasionally a trip was planned to Martha's Vineyard for bicycle riding from Oak Bluffs to Edgartown. Another favorite event was when all available sailboats gathered to take members to Spar Island in Mount Hope Bay or to Indian Rock at Mount Hope for swimming and a picnic. The annual Block Party brought members' families together for a dinner of ham, beans, potato salad, watermelon, glazed doughnuts, soda and milk. Baked beans and potato salad were always homemade by members' parents. Dancing in the street under lighted lanterns followed.

Kickemuit Yacht Club sailors also traveled to other yacht clubs around Narragansett Bay to participate in regattas. The **236**

occasion would be marked by a string of White Caps, tied behind one or more of the larger motor boats, leaving the Kickemuit River early in the morning.

Wilder Bourne and later the Snow and Lund families lent their boats for this purpose. Eventually, the size of the fleet necessitated hiring a fishing vessel to tow the sailboats to places like Barrington, Bristol, Coles River, Edgewood, Newport, East Greenwich or Tiverton. Finally, the Club purchased a boat from Capt. O'Connell's Boat Yard in Fall River

for \$2,300. This sleek craft, formerly Sir Thomas Lipton's motor launch, was destined to serve as the race committee boat in the Kickemuit River and to tow the proud sailors to regattas at other yacht clubs.

Having taken on the expense of owning a launch, the young Kickemuit Yacht Club members also took on the responsibility of supporting it. Fund raisers included fashion shows featuring styles from Stephanie's Dress Shop in Warren and Flo's in Barrington, auctions at which a large mounted sailfish



COURTESY-VIRGINIA PEARSON

The Kickemuit Yacht Club launch takes a turn around the Kickemuit River with Paul Healey and Everett Pearson at the forward controls. Seated on the lower deck are Gene Healey, Bob and Alice Read, Jackie Mintel, Dot Brown and Ginny Bourne. Waving from the cabin top are Charlene Crispo, Roz Kenny and Jane Fiske. Ted Brown and Clint Pearson man the stern cockpit.

changed hands annually, and talent shows.
Songs such as "Sisters" sung by Carolyn and
Priscilla Gorman, routines such as "Oh You
Beautiful Doll" and skits such as little Lynnie
Gardiner giving ballet lessons to Jackie Grieve,
Lee Baird, Dave Harrison, Duncan Bell and
Alan Moody were always popular.

In 1958 a Senior Yacht Club, which ran pre-season and post-season races for the inveterate sailors, was established. The Kickemuit Yacht Club flourished until the early 1960's when college, work or young families took the members in different directions.

East Warren Rod & Gun Club

The East Warren Rod and Gun Club was established at an organizational meeting held on June 16, 1928. At that time, the group decided to limit membership to 15, to assess each member dues of 25 cents per week and to hold meetings — as they continue to be held — on the first Wednesday of the month. Minutes of this first meeting were signed by Secretary Arthur E. Burke.

During the first year, the club obtained a charter, established by-laws and raised its membership to 100. The purpose of the organization was to promote good fellowship among members; to encourage the practice of good sportsmanship and compliance with local, state, and federal game and fish laws and regulations; to support wildlife conservation programs and assist wildlife management programs; to protect the status of the wholesomeness of outdoor sportsmen's activities; to act in any way or manner which will foster the lessening of the pollution of our ever decreasing natural environment; and to promote the skills of its

members and guests in the shooting sports and to hold practice and competition therein.

That summer the Gun Club held a clambake—an activity that became a traditional event. Small bore shooting was held at Ennis' sand bank located on the south side of Child Street on the eastern shore of the Kickemuit River.

After two years with no grounds or building of its own to hold meetings, the club borrowed money from members, to be paid back in due course, and purchased the equipment and buildings of the Bristol Rod and Gun

Club when that organization folded. The East Warren Club also assumed the lease of skeet fields in Bristol owned by the Fales family. Three years later, the basement of the Scenic Hall on the corner of Market and Barney Streets in Warren was rented as an indoor rifle range.

The East Warren Rod and Gun Club's first rifle team was fielded in 1933. Howard I. Martin, who was captain of that team, later became president and a dominant force in the growth of the club.

During the early years and into the 1940s, members worked actively with the State of Rhode Island to stock local waterways with



EAST WARREN ROD & GUN CLUB COLLECTION

Club members Bill Ingram, Rose and John Marshall, Bud Nelson, Tony Santos, Jim Ehrhardt and Arthur Stringfellow pose with East Providence student Timmy Marshall, 1992.

> Brown Trout and Rainbow Trout and to release rabbits, pheasant and quail in Bristol, Warren and Barrington. The club maintained membership in the National Rifle Association and the Federated Rhode Island Sportsmen's Club.

In 1937, the loss of shooting privileges at the Bristol fields brought the Gun Club to a crisis. Because the Narragansett Electric Company controlled an easement over the land and did not want to assume liability in case of an accident, all traps, backstops and other equipment had to be removed. A hastily appointed site committee, comprised of Dr. Henry Hopkins, Louis Burleigh, Floyd Heustis and Robert Lanphear, was directed to find

suitable grounds. Working in tandem with them, Gun Club officers, President Buell Buckingham, Vice President Louis Burleigh, Secretary James Sullivan and Treasurer George O. Pare, served as the finance committee to investigate purchase options.

By January of 1938, the East Warren Rod and Gun Club had secured a 10 year lease with an option to buy for property on Long Lane. During the spring of that year, the first skeet field was reported in shape for shooting; the official opening that summer of the club's new grounds was successful, both financially and socially.

Over the next eight years club members worked diligently to raise funds toward their goal of owning the property. A clambake pavilion was constructed and an artesian well dug to provide a facility for larger bakes.

Periodically, during the war years of the 1940s, the Gun Club invested in savings bonds to aid the war effort and to supplement the building fund. Also, throughout World War II an air raid watch tower sat on the northwest corner of the property and was manned by Civil Defense personnel.

Finally, in April of 1946 a flurry of meetings culminated in the purchase of 17 acres at the Long Lane site from Clarence Williams for \$4,000.

The first order of business for the new landowners was to build a small clubhouse which was expanded over the years. Later additions were skeet houses and a pistol house where shooters could sit inside while firing at fixed targets mounted outside.

Having a permanent home allowed the members to expand the Club's activities. The winter skeet shooting league, including a



EAST WARREN GUN CLUB COLLECTION

Steve Manocchia and Brad Collins on target in the 1993 Winter League

kitchen crew that cooked up a sumptuous feast for participants, began a run that has lasted more than 30 years. Clamboils in the winter were added to the annual summer clambakes.

The East Warren Rod and Gun Club continued its tradition of public service by hosting RI Department of Environmental Management monthly meetings and making their facility available for other civic organizations.

Members offer instruction to the public in hunter's safety and archery safety and give a National Rifle Association course in firearm safety at home.

Club members also raise money to help

people who have suffered a personal tragedy. One notable effort was the "Shot for Life" held on Saturday, May 9, 1992 to benefit Timmy Marshall, an 11 year old East Providence boy with cystic fibrosis, who needed a double lung transplant.

The Club hosted skeet shooting and trap shooting for all gun enthusiasts. Contestants garnered pledges of ten cents to one dollar for each clay target shot. Other activities included a day-long auction and raffle and a food and bake sale to occupy the rest of the family.

Eventually, Timmy

had the life-saving operation and returned to school to join his classmates three months later, thanks in part to the efforts of the Gun Club event which raised over \$11,000 to help pay Timmy's medical expenses.

The East Warren Rod and Gun Club increased the size of its property to approximately 30 acres when it bought 13 adjoining acres from the Mello family in 1995.

By 1997, the Club's membership had grown to 300 sportsmen who gather in good fellowship to hone their shooting skills and to promote wildlife and the natural environment.

Warren Preservation Society: 1989-1997

The Warren Preservation Society was incorporated on November 15, 1989. The original incorporators were Pat Bailey, Julie Blount, Emily Hartley and Walter Nebiker. The objectives of the Society are to promote an interest in the history of Bristol County and Warren, in particular, to preserve their historic integrity and cultural resources and to educate the public to the historic value of the area.

The non-profit Society operates exclusively for charitable and educational purposes. Membership is open to anyone who supports the objects of the Society. The Society is most active from September to May, when meetings and other events are held regularly. Meetings are open to the public. Perhaps the most popular meeting is a supper and auction, held annually in the fall.

Although another historical organization had been established in town many years before, the incorporators and charter member felt a need for an organization that would be more actively involved in preservation issues.

A number of important accomplishments have been achieved in the short time that the Society has been incorporated but, in a few instances, the Society was not successful in promoting the goals of historic preservation; most unfortunately, in its most recent goal of establishing of an historic district.

In 1975, a large part of the oldest and most built-up part of the village had been placed on the National Register of Historic Places as the "Warren Waterfront District."

A local historic district would have been more successful in preserving our most important historic and architectural resources.

Accordingly, WPS made a proposal to the Town Council to establish an historic district in August 1984. Several WPS members were appointed to a commission to study the creation of an historic district. The commission met and formulated a document for creating and regulating the district, then was joined by a group of "concerned citizens." The commissionfinally completed its work in late 1996. At a meeting in early 1997, the Town Council rejected the concept of an historic district.

WPS has been successful, however, in several other endeavors, in part by being the recipient of several legislative grants. Our initial grant was for research and plaquing of

50 historic structures. Additional funding was made to the Society for the plaquing of another 25 buildings. Research has been completed and plaques applied to a variety of public and private buildings, including three churches, the library, a school, a bank building, the Armory, Town Hall and the former Warren Manufacturing Company.

Legislative grants

have also been applied to the reproduction and enlargement of a set of old Warren streetscape photographs taken by Charles Davol in the late 19th century and for the copying of a select number of more than 2,000 pictures taken by the William Meyer family from 1890 to 1955 covering three generations of the family's activities. The Meyers were officers in the Warren Manufacturing Company during the early 20th century.

Another grant was made to the Society for the preparation of material for a documentation of the history of Water Street. The committee for this project prepared a chapter on Native Americans in Warren and on the street's colonial history. Two public programs were presented. The Colonial history segment provided information on the architecture and history of the earliest buildings on the street. This work is ongoing.

A number of other interesting and informative programs have included several dealing with architecture: the renovation-restoration and adaptive reuse of the Cromwell Child House, now housing two antique shops and the

former Joyce Street School, which became the East Bay Government Center. One evening was given over to a review of the local works of the William Walker architectural firm. Another program was devoted to Warren's oyster industry and involved a number of local, longtime residents, who personally were associated with that activity. One of the most stirring meetings was about Warren whaling. This included whaling songs

sung by Mary Malloy, some written by men on Warren whaling vessels. Other programs were concerned with Native American history, archaeology, the Main Street Project of the National Trust for Historic Preservation, Warren on post cards and tax advantages for historic preservation.

The Society's monthly newsletter, started when the Society was formed, serves as a vehicle of information and communication, and



The logo of the Warren Preservation Society also serves as the model for the plaques it presents to owners of historic homes. includes articles such as the letters a soldier sent home to Warren during the Civil War.

For many years the Society was actively involved as a watchdog in the development of the Haile-Nunes farm on Market Street.

Although most of the farm was platted to industrial buildings and residences, the house itself, perhaps the oldest extant wooden building in Warren, was saved. The existing barn was lost, but replaced by a new one resembling the former structure.

The Society has provided some financial support to the Federal Blues for their restoration of a former carriage house on Baker Street.

The most visible project of the Society has been the annual festival known as WOW—Warren on Wheels—instituted in 1995. A massive community effort, it involves numerous local and non-local residents, merchants and other interested in the establishment of a historic and cultural arts center which would incorporate space for the Society. Trolley rides through the historic downtown area, exhibits and entertainment are provided, largely through the Society's efforts. The project continued in 1996 and 1997.

The George Hail Library acquired a "Preservation Library" several years ago. This collection of books on various aspects of restoration helps residents in their repairing or remodeling efforts. In addition, WPS members have attended conferences and workshops with a preservation theme, including the state's annual historic preservation conference.

Beginning in 1995, the Society held an annual awards program that recognizes individuals, organizations and businesses for their efforts in the cause of preservation in Warren.

Kickemuit Grange

In 1891, a group of 43 people decided to start a Warren chapter of a fraternal group begun in 1867 as an organization of agricultural people.

Kickemuit Grange #24 held its first meeting in the North District School, later called the Windmill Hill School, and elected Daniel S. Bushee as its first Master.

The Grange is a family organization with a program of fellowship, community service and member activities that range from legislative to arts and crafts and youth projects to deaf awareness. Each meeting has a program that can be educational, entertaining or informative and each Grange member has an equal voice.

Kickemuit Grange, part of the area, state and national Grange organization, held its meetings on the second and fourth Saturdays of each month until 1975 when the meeting day was changed to Monday.

Shortly afterward, meetings were held in the Wheeler chapel in East Warren. The chapel was bought in September 1891 by the Grange for \$300. Amos Maker was the building's janitor and was paid a quarter for each meeting.

Also in that month, the Grange held its first clambake — a practice that was to continue for 50 years.

In September 1900, Kickemuit Grange voted to buy four house lots on Child Street on the corner of what is now Orchard Avenue. They built a hall and on December 19, 1901 the first meeting was held in the Grange's own building. Because of a dwindling membership and rising costs, though, Kickemuit Grange sold its building in 1987 and held its meetings at the Baptist Church.

The Grange has been a family tradition in



KICKEMUIT GRANGE.

-CLAMBAKE-KICKEMUIT GRANGE WHILL HOLD ITS

18th Annual Clambake

ON

THURSDAY, AUGUST 19, 1909. At their Grounds, East Warren

By special arrangements Swansea Electric Cars connecting with Fall River, Providence, and Bristol pass directly by the grounds. Dinner will be served at 1.00 o'clock sharp. Ice Cream, Cake, and Aprons ou sale in the hall.

DINNER TICKETS 50 Cents.

VINCENT MILLARD COLLECTION

A poster for one of the Grange's clambakes advertised its cost — 50 cents.

Warren with Bushees, Makers, Butterworths, Masons, Bosworths, Tanners, Luthers, Pattons, Manchesters, Devols, Seymours, Chaces, Brules, Sousas and Guertins filling the roster through the years.

The Grange continues to be an active part Warren life, participating in Earth Day clean-

ups, Veterans Day programs sponsored by the American Legion, Warren on Wheels, the annual Holiday Festival and the town's 250th Anniversary year events.

In the summer of 1997, the Kickemuit Grange fulfilled its dream of being in its own building again with the purchase of the former Vernon Street School.

Massasoit Historical Association

A record book begun in 1893 explains the early years of the Massasoit Historical Association. At that time, the group was called the Massasoit Monument Association and had, as its goal, the the erection of a town monument to Massasoit, chief of the Wampanoags who occupied all of this area which was called Sowams.

A sum of money toward the cost of the monument was collected in 1880 and put on deposit in the Warren Institution for Savings, subject to the order of the Town Council. By 1893, the total had grown to nearly \$100.

After a 13-year lapse, the Association met again on October 31, 1906 and elected Charles W. Abbot, Jr. as president with Charles H. Handy as vice-president. The monument fund had grown to \$301.10 and the group decided to transfer it to the Industrial Trust Co. (now Fleet Bank) on Main Street.

On September 26, 1907, the group incorporated with the purpose of erecting the monument and promoting any enterprise to improve the physical and esthetic condition of Warren

The site of the fresh water spring used by Massasoit at the foot of Baker Street was selected for the monument and donated by Capt. Frank W. Smith. The boulder, on which a tablet provided by the Rhode Island Historical Society would be placed, was donated by Abby A. Cole. Design work was done by John DeWolf of Bristol.

The monument was dedicated on October 19, 1908. [See Arts and Letters and Town Buildings section for more details.]

Entertainments sponsored by the Massasoit Monument Association over the next 15 years raised the balance of the money due on the Massasoit Spring monument and the Soldiers and Sailors monument. After the mid-1920s, though, the association was dormant.

In 1951, the Association was reorganized and transferred to the Town of Warren a lot opposite the spring to be used as a park. The Association's name then was changed to the Massasoit Historical Association.

The Association was again dormant until the early 1970s when a marker donated by Old Stone Bank was dedicated at the corner of Main and Washington streets. The marker next to Citizens Bank mentions the former site, across the street, of Burr's Tavern where both Lafayette and Washington stayed during the Revolutionary War.

In 1975, the Association purchased the circa 1752-55 Maxwell House from the Sevigny family for \$13,000. Over the next 20 years and more, a careful restoration has been undertaken funded by auctions, raffles, carnivals, harvest fairs, colonial dinners, cookbook sales, craft fairs and the sale of Christmas trees. The Maxwell House is open every Saturday from 10 am to 2 pm and serves as a living history museum.

In 1988, a group of Massasoit Historical Association members concerned with preserv-



This side view of the Maxwell House was taken from the yard where there is usually a garden planted. The Massasoit Historical Association uses the yard for its Harvest Fair, Christmas tree sales and other activities.

ing Warren's past left to form the Warren Preservation Society.

The town's anniversary year proved to be a busy one for Massasoit Historical Association members who helped produce several events.



This map shows Warren's early districts - North, Middle, South etc. - used as designations for educational and agricultural purposes.

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January 5 1944 - December 28 1945; January 1-4, January 11 - February 8, February 15 - April 30, May 7 - August 2, August 9, August 16 - October 15, October 22 - December 20, December 31, 1946; January 7 - August 1, August 12 - December 16, December 23 - 30, 1947; January 2, 1948 - December 31, 1957; April 22 - 29, May 13, 1960; January 3, 1961 - September 12, 1963

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Councilman Louis A. Rego

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Mary Ellen (Murphy) Russell
John
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Councilman James R. McCanna III & Family Karen, Katelyn & Jaymie

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from the

Kee & Thibaudeau

families

Happy Birthday Warren

Denise, Jessica



the Cirillo family

Greg and Frank



Jamiel Family

Albert George Jamiel, owner of Jamiel's Department Store for nearly 50 years, is pictured here with his wife, the former Mary Falugo, in this photo from the late 1940s, and their 13 children. From left, standing, are: Melia, Bolus, Joseph, Morphis, Amon and Zeina. Seated, from left, Edward, Zenobia, Mr. & Mrs. Jamiel, Genevieve and Hirum. Albert Jr., James and Anissa are the youngsters in the front.



The Harrisons

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Warren's Future



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Representative, District 90 Charles E. Millard, Jr.



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Wright Law Associates, Inc. 572 Main St., P.O. Box 16 Warren, Rhode Island 02885

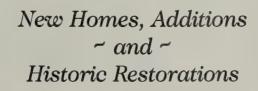
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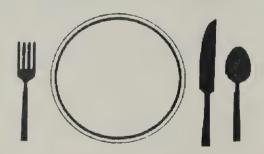
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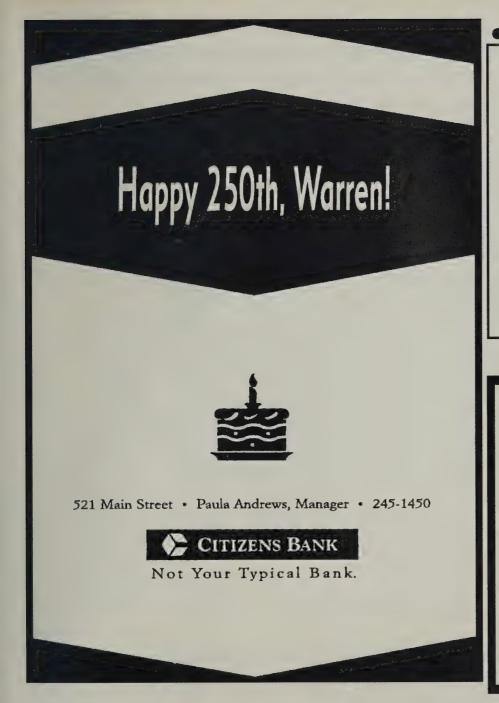
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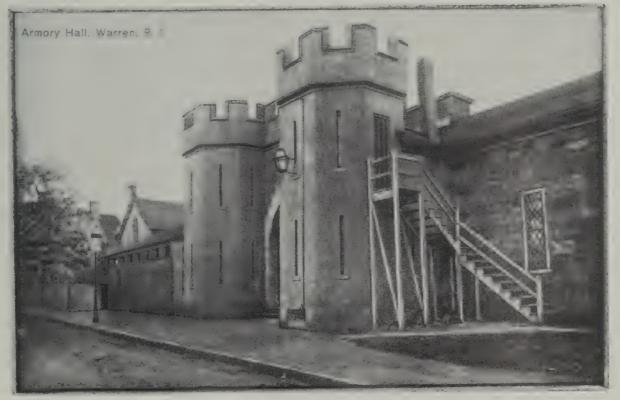
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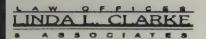
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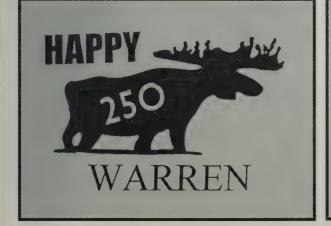




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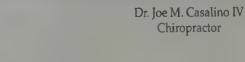


Happy Birthday, Warren

Senator, District 45
Mary Parella

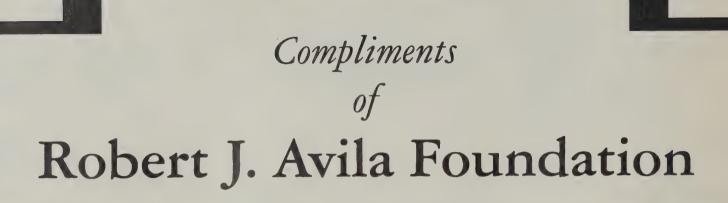


STATE OF RHODE ISLAND



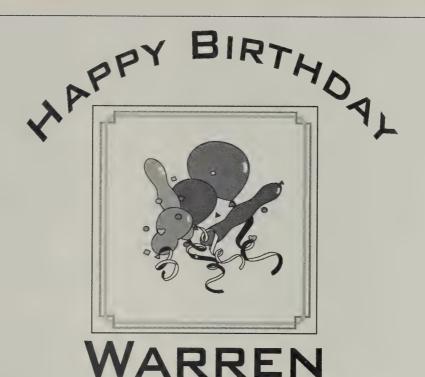


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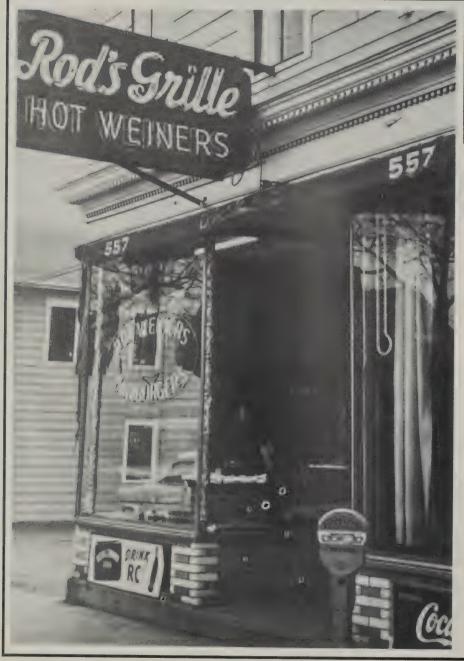




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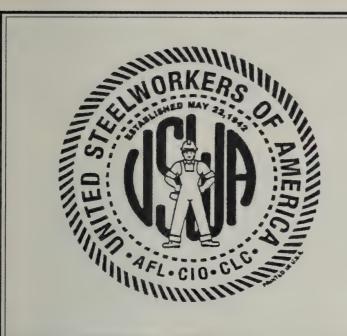


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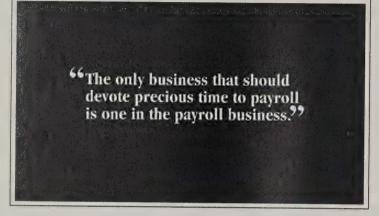
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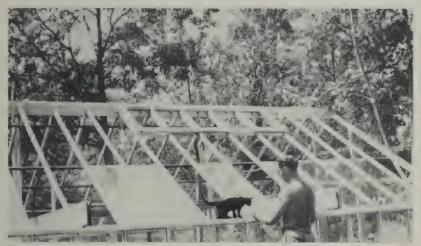
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Happy 250th Birthday Warren

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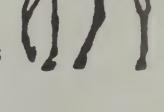
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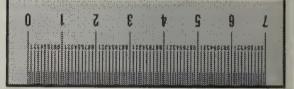
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1997

Donald Sarasin, Jr. Richard Silva Manuel Sylvia Clarence Trombley Dolores M. Trombley Anthony F. Urban John O. Valenti

Happy Birthday, Warren!



Left to right, Ruth Smith, Anthony Guida, Rosemary Guida, Clifford Morey. Julie Blount, Sarah Weed, Linda Megathlin, Alexander Scott, Lombard John Pozzi, Jacqueline Forgue, Janice Mumma and Gary Budlong.

Warren Preservation Society members with the RI State Preservation Award presented at the 1997 Statewide Preservation Conference at URI

Happy 250th Birthday, Warren from Warren Preservation Society

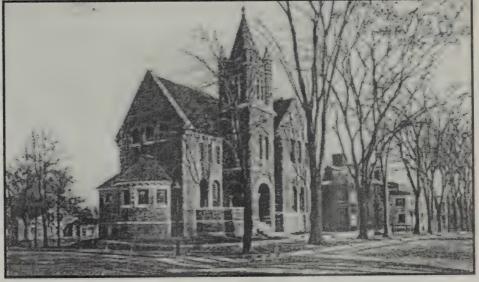








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